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Barometer 29.78

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Humidity 90.

May 2, 1920. Temperature 71.

No. 18,247.

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號二月五年一十二百九千一英

HONGKONG, MONDAY, MAY 2, 1921.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

REPARATIONS PROBLEM.

GERMANY GIVEN EIGHT MORE DAYS.

FRENCH MOBILES TO MORROW.

LONDON, May 1.

The Supreme Council met this morning at No. 10 Downing Street but adjourned until this afternoon as the report of the financial experts was not ready.

PARIS, May 1.

The newspapers unanimously protest against sending another ultimatum to Germany. M. Poincaré, writing to the *Matin*, expresses the opinion that there has been enough talk. The Allies must now take guarantees without the least hesitation or endanger the future.

LONDON, May 1.

At the afternoon meeting of the Supreme Council, the Belgian Foreign Minister, M. Jaspar, outlined a scheme with a view to reconciling the Allies' divergent ideas. Decision on this scheme was deferred. The Council adjourned after an hour until the morning when it will hear new proposals on which it is believed the Allied experts report unanimously.

FRANCE NOT BELLICOSE.

LONDON, May 10.

M. Briand, interviewed by Reuter, expressed stupefaction and sadness at British press suggestions that France is bellicose which is absolutely untrue. He recalled France's patience and endurance since the armistice as an example of her pacific desires.

Subsequent to the Supreme Council's afternoon adjournment, the British Cabinet met and decided to request that M. Jaspar's project be put into draft form. A drafting committee consisting of Lord Curzon, M. Briand, Signor Storra, M. Jaspar, and Baron Hayashi thereupon met. It sat for an hour and a half and then adjourned until the morning. The Supreme Council meeting has consequently been deferred until mid-day to-morrow.

A DRAMATIC DECLARATION.

LONDON, May 2.

In spite of the fact that unanimity is incomplete as regards methods the Supreme Council discussions were marked by a lot of friendly banter. For example at one point Mr. Lloyd George told M. Briand that he was a master at finessing. "Ah, retorted M. Briand, man cher Lloyd George, it only shows that I have been much in your company."

The French mobilisation began on May 2 and M. Briand declared that it was within eight days, namely the time necessary for Germany to reply to Mr. Lloyd George's fresh ultimatum and for the completion of French preparations, the Germans produce fresh proposals they will be considered, but Germany must accept unreservedly both the figures and methods of payment settled by the Reparations Commission. Even then the German proposals would be considered only if guaranteed by securities giving satisfaction to Germany's creditors, namely Allied supervision of the German debt and customs and a percentage on German industrial exploitation. M. Briand dramatically concluded: "I have got my back to the wall and cannot act otherwise."—Meanwhile it is understood that the French Army will be absolutely ready to move within a fortnight.

OPINION IN DIPLOMATIC CIRCLES.

Reuter learns that under M. Jaspar's plan France will be permitted to continue preparations for the application of the sanctions in view of Germany's failures to carry out the treaty, and British public opinion favouring a brief period of grace will at the same time be satisfied. Mr. Lloyd George has not rejected M. Jaspar's proposals but is unwilling definitely to answer them until he has consulted the Cabinet ministers who would immediately meet. Now it seems that opinion in Allied diplomatic circles is tending in favour (1) of the preparation and presentation of terms to the Germans, (2) of immediate preparations for enforcement if Germany does not agree or does not provide guarantees, and (3) the taking of immediate steps for enforcement after the conclusion of an ultimatum with a short time limit.

WHAT WILL AMERICA DO?

It was suggested that Germany shall pay £100,000,000 annually, also a 25 per cent. tax on exports. The latter method, however, is criticised on the ground that British and other consumers would really be paying it. It is declared that Berlin is determined not to yield to the demands. It is said that the temper of the Germans is indicated by the press which is emphasising protests against "lies about German war guilt," but it is believed that this may be largely bluff preparatory to an eleventh hour climb down. It is stated that behind Mr. Lloyd George's insistence for an ultimatum lies the hope that America may decide to take a hand in settling the problem which it is opined cannot be settled without her. It was reported yesterday that the Government had heard unofficially from America that Washington was contemplating a return to full co-operation with the Allies including membership of the Reparations Commission. Hence it seems there are reasonable grounds not to prejudice any possibility of such a reunion by the French penalties which might check an American impulse actively to re-enter the affairs of Europe.

NEW AMERICAN AMBASSADOR.

COLONEL HARVEY NOT ANTI-BRITISH.

LONDON, May 2.

A farewell dinner in New York to Colonel Harvey, the new ambassador to Britain, an appointment which critics declared was made on account of his anti-English feelings revealed Colonel Harvey in an encouraging light. He said that President Wilson offered him the ambassadorship. In fact he refuted the claims of the above critics. Further he was confident that President Harding's genius for co-operation which had won the hearts of his own people was destined to draw the entire English-speaking race into a harmonious relationship practically perfect both materially and spiritually. Mr. Hodges, the well known lawyer, humorously urged Colonel Harvey to go slow on "this hands across the sea business" because it had been overdone all round since it had been taken for granted that anyone trying to make trouble between America and England was our common enemy.

THE DOLLAR.

Today's closing rate 2/6 5/8

Today's opening rate 2/6 1/8

SIR JAMES LOCKHART.

A NOTABLE VISITOR.

SHANGHAI TRIBUNE.

Sir James Lockhart, retiring Commissioner of Weihaiwei who is paying a brief visit to the Colony before returning home, is, with Lady Lockhart, being entertained at tea at the Hongkong Hotel this afternoon by the Hon. Mr. Lau Chi-pak and a number of other Chinese friends.

In the course of a leader, the *Shanghai Times* says:—The career of Sir James Stewart Lockhart, K.C.M.G., has not only been one of the most lengthy ever held by a British civil servant in the Far East but it has been very distinguished in many respects. The work he has done has been accomplished in a quiet, unostentatious manner, in keeping with the temperament of the man. It has, as we have stated, been none the less of great value to his country and, we venture to say, to the Chinese themselves, who have always held him in the very highest respect. The Chinese are pretty alert in the matter of psychology and very accurate in their estimation of men of the West as well as the men of the East. They early gauged Sir James at his true worth, recognised in him one who was genuinely and deeply interested in their welfare as well as being concerned in maintaining the high prestige attached to his position as a British official of a high order. Sir James, it will be remembered, entered upon his duties at Weihaiwei at a time of peculiar difficulty and that he has succeeded in the manner he has in itself a striking tribute to his ability no less than to his sagacity in dealing with a task that called for a very considerable display of tact, which is the essence of sound diplomacy. That the British Government were fully aware of Sir James' worth is evident no less by the fact that he was appointed to the difficult position in the North from a comparatively humble one he held in the Hongkong Civil Service. In the southern Colony, though it is now some twenty years since Sir James last officiated there, his name is still held in high esteem as that of a conscientious and able official. On at least two occasions he was honoured by the King and several times received proofs both of the high value his countrymen and the Chinese placed not only upon his great ability as an official but as a man of character and real worth. He was and is also deservedly recognised as an authority regarding the Chinese language and literature and his work in that respect deservedly merits high commendation. In his retirement, Sir James will carry with him a measure of affectionate esteem as has seldom been held to the same extent in similar circumstances: and the hope will be generally felt that he and Lady Lockhart have many years of happy life before them in the Homeland.

LOCAL WEDDING.

SMITH—TENNEY.

Mr. Clarence E. Smith, of the Asia Banking Corporation, was married on Saturday evening at the residence of Mr. D. M. Biggar, manager of the Bank, to Miss Janet Tenney who arrived in the Colony by the China Mail s.s. "China." The ceremony was performed by the Rev. E. J. Weeks, of Canton.

The bride, who was given away by Mr. D. M. Biggar, was attended by Mrs. D. M. Biggar as matron of honour. The bride wore a charming white embroidered dress and Mrs. Biggar a becoming costume of rose tulle.

Mr. John W. Mears performed the duties of best man. After the ceremony, a reception was held at the home of Mr. and Mrs. D. M. Biggar at which the happy couple received warm congratulations.

A GOOD RULE FOR THE HOME.

Make it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

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Under the authority of the Public Auctioneers, on
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at the godowns of the Yauwatt Godown
Co., Yauwatt.

59 cases Window Glass,
34 kegs Wire Nails,
8 packages Wire Nails,
6 bundles Iron Square Bars,
2 bundles Iron Tubes,
16 pieces —do—
3 Skates,
1 Typewriter,
1 Cash Register.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, April 29, 1921.

on
MONDAY, May 23, 1921,
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Smelting Co., Ltd. LOWU,
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Comprising all the Machinery,
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(To be put up in one lot. Should the
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application to the undersigned.
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Hongkong, April 27, 1921.

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Correspondents must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
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faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.

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China Mail" is \$12 per annum; postage
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five cents each.

Advertisements and additions to Advertisements on Pages 2, 3, 4, 7, 8 and 9 should
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Street, not later than 11.30 a.m.

Advertisements and additions to Advertisements on pages 1, 4, 5 and 10 should be
sent not later than 1 p.m.

New Advertisements should be sent in
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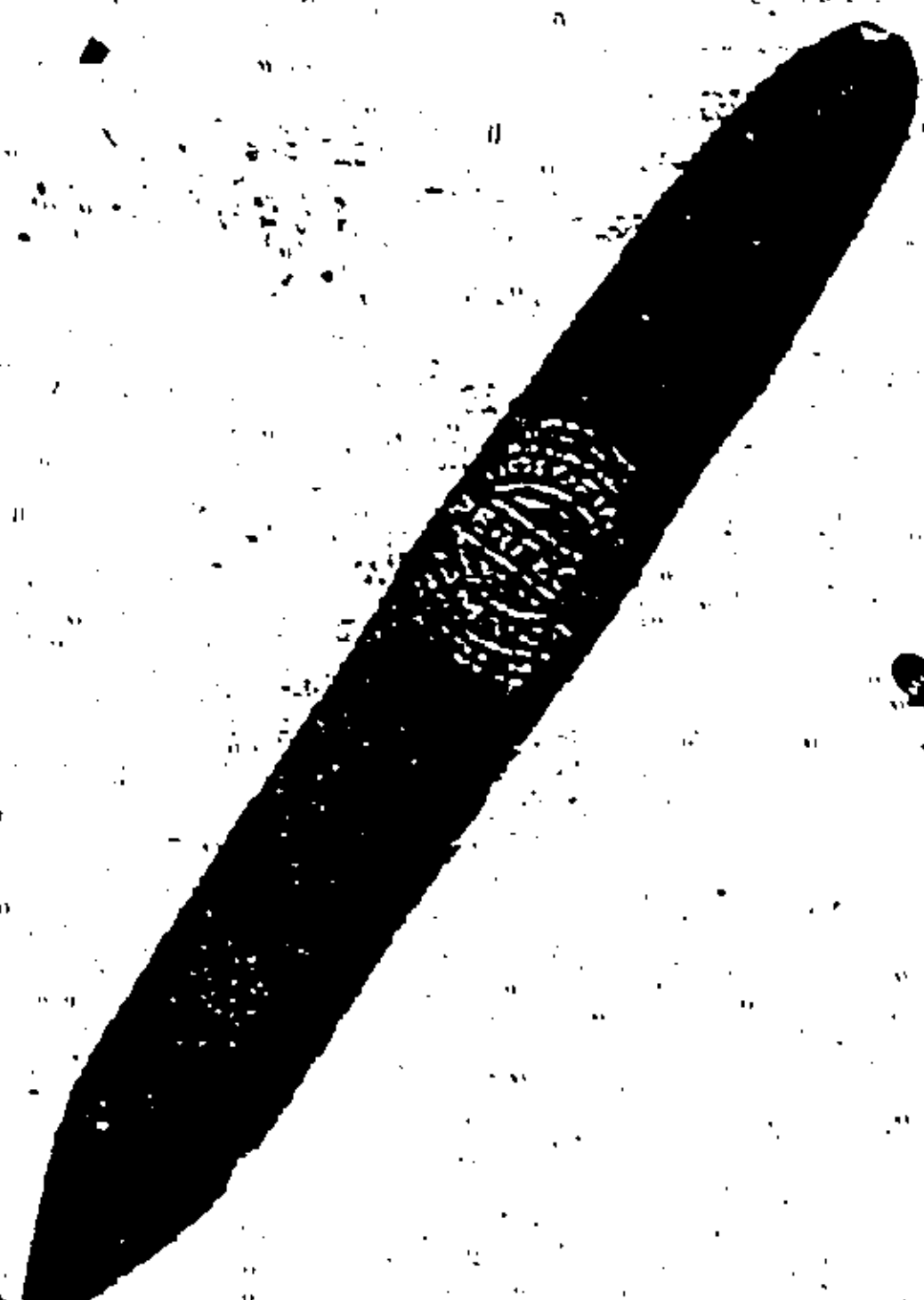
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THE YAP DISPUTE.

TOKYO PRESS COMMENT.

A RELATED PROTEST.

Tokyo, April 20.—The publication
of the correspondence between Japan
and the United States regarding the
Island of Yap appears to have served
the public in good stead in clearing
misapprehensions as well as impres-
sion on them plainly the real position
of things. Today, all the newspapers
here, in the course of leading articles,
comment upon this subject, apprecia-
ting the attitude of the Japanese
Government in trying to refer such a
difficult international question to
the judgment of public opinion.

Summing up the substance of the
newspaper comments they regard it
as rather curious that the ground
taken by the United States for her
protest is too shaky and the entire
press strongly supports the attitude
of the Japanese Government.

U. S. CONTENTION UNFAIR.

The *Jiji Shimbun* deals with the
question in the following terms:—
"The refutation (sic) of the Imperial
Government of Japan is thoroughly
expressed in her Note addressed to
the Washington Government dated
February 26, which pointed out the
decided unreasonableness of the con-
tention of the U. S. Government. Any-
one reading the Note in question,
must have understood the distinct
meaning of the argument and the
obvious reasons for the assertion
of the Japanese Government, and at
the same time, must have ad-
mitted that the protest of the U. S.
Government does not rest on any
possible basis. As a matter of fact
the argument of the Japanese Gov-
ernment is so perfect as a diplomatic
document that whoever is so pre-
judiced as to plead in behalf of the
United States can find no words to
gain the fact. As was expected,
the U. S. Government, in its protest
dated April 5, no longer touched
upon the reason for the reservation
which was the original ground taken
by the U. S. Government, but it
demanded its share as a member of
the victorious Powers, and at the
same time, declined to ratify the
Versailles Treaty. Moreover, with
regard to the Island of Yap, the U. S.
Government attempted to support its
protest, refusing to acknowledge
Japan's right of sovereignty
over the Island, on the ground
that the United States had
not concluded any treaty regarding
Yap Island. If argument of this sort
should be persistently insisted upon,
the rights and concessions secured
by the Powers from Germany
would be struck at their very
root—an untenable assertion
as a matter of course.
It may fairly be said that the U. S.
Government was too audacious when
it demanded such rights and interests
as best corresponded with its own
convenience quite irrespective of the

embarrassment of others. The
publication of the correspondence
between the two countries will have,
it is to be hoped, tended greatly to
impress the people of the United
States that the contention of
their Government is far from just
and reasonable. It may be taken for
granted in this connection that, see-
ing afterwards the importance of the
Island of Yap to the United States
and perceiving it greatly disadvan-
tageous to give Japan exclusive
jurisdiction over the Island, the
United States has at last decided to
lodge a protest simply because she
wants to enjoy some advantage with
the consequence that the basis of her
argument lacks in cogency.

U. S. PROTEST TOO LAZE.

The Tokyo, *Nichi Nichi* com-
ments as follows:—Following the
announcement made by the Imperial
Government of Japan to the effect
that if the United States had had
any objection to the decision reached
at the Supreme Council of May 7,
1919, she should have protested
against it at once, the United States
Government maintained that it was
not the United States' duty to enter
any protest at once, but, in our
opinion, such a move was not her
duty but rather her right. In other
words, the plenipotentiary of the
United States present at the Supreme
Council neglected to set forth his
proper rights. Though the matter
concerns the United States and her
people, the fact that a question al-
ready settled should be once again
put forward cannot but cause Japan
to feel much annoyed.

PROCEDURE QUITE REGULAR.

The *Yomiuri Shimbun* writes to
the following effect:—"From the
view-point of law, we cannot help
supporting the assertion of the
Japanese Government. It will be
remembered that Mr. Woodrow
Wilson attended the Supreme Council
from the start and was a member
of the council that was authorized
to decide mandatory administration.
No matter whether the decision was
made according to the vote of the
majority or not, inasmuch as the sub-
ject was definitely settled in ac-
cordance with the regular mode of
procedure, it is needless to say that
the objection made prior to the
decision cannot throw out the deci-
sion in question, and the decision
therefore should be regarded as a
proper procedure. Hence, whether
the United States approves of it or
not is a thing with which we have
nothing to do."

AN EMBARRASSING CONTROVERSY.

The Tokyo *Asahi* says:—"Judg-
ing by the fact that the United
States failed to record clearly the
protest in the documents drawn up
at the Supreme Council of May 7,
1919, it should be taken for granted
that she had either withdrawn her
contention of her own accord, or
that it had at last ended in failure.
In fact, in November of last year,
Great Britain and France, in reply

BANKS AND PUBLICITY.

WHAT IS A BANK?

QUESTION FOR PARLIAMENT.

The question: "What is a bank?"
has yet to be determined by Parlia-
ment, and it remains to be seen
whether our legislators will tackle it
and put on the Statutes a ruling that
will in future settle it once and
for all. Meantime our big banks
might consider whether they engage
sufficient publicity to make known
their presence, and what they are
prepared to do for customers. There
is still a vast public that has no
acquaintance with a bank, and a
good proportion of bank customers
who would be astonished at the
multitudinous services offered them
if their attention was directed to
same.

It might be argued that banks, as
a whole, are prosperous undertakings
and do not need to seek greater
publicity. As to their prosperity,
that is well known, and it was prob-
ably never greater than at the pre-
sent time; but they cannot afford to
sit still any more than any other
business enterprise, and they could
develop many branches of their
business considerably. We do not
mean that they should engage in
any hazardous enterprise such as
is frequently suggested by those
who have no real knowledge
of the functions of a banker,
but that the many "side lines"
they conduct should be developed,
and, of course, this can only be done
by letting their customers and the
public know what these are.
Every half year of course, custo-
mers of banks receive certain litera-
ture which advertises all their facili-
ties, but assuming a large proportion
assimilate this, there is still the vast
public that know nothing of them, or
only occasionally have their attention
drawn to the usefulness of the in-
stitutions. A well-defined publicity
campaign that never ceases during
the whole of the year is what is
required. *Evening Standard.*

to the Note of the United States,
made a very clear declaration to the
same effect. It is therefore, most
unreasonable for the United States
to embarrass other countries with
such an untenable controversy.
Viewed from any angle, we find it
extremely difficult to discover the
reason why Japan should withdraw
her assertion."

Finally, the *Chung Shing* points
out that the Peace Treaty is so
framed as to become valid subject
to ratification on the part of all
Power concerned, and that the United
States, taking advantage of her
tremendous national power, is at-
tempting to make a high-handed
protest and to ignore international
fidelity—a wrong for great regret.

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and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
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Rooms en Suite & with private Baths
Roof Garden; Hairdressing Saloon, etc.
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Special attention given to Tourists.

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ALL ELECTRIC TRAMWAYS Pass Entrance, Elec-
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Water. Bicycles throughout. Best of Food and
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BOOTS AND SHOESMADE TO ORDER.
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Japanese Photographers.

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Portrait photos finished
in one hour.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Breakers.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(on account of the concerned),

TUESDAY,

May 5, 1921, commencing at 2:30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS, etc., etc.

comprising:—
Dining Suites, Mirror back Sideboard, Dining Table, Chairs, etc., Chesterfield Sofas, Arm-chairs (new), and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Wicker Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery.

Electric Reading Lamps, Screens, Savory Blackwood Furniture, Side Table, Chairs, Cabinets, Pictures, etc.

Also
Several New Heavy Brass Bedsteads. (Full Particulars from Catalogue). Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 28, 1921.

(ON ACCOUNT OF THE CONCERNED),

THURSDAY,

May 6, 1921, at 2:30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

About 100 pairs English made Beasts in Box Calf Black Glass and Tan Glass.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 28, 1921.

(ON ACCOUNT OF THE CONCERNED),

FRIDAY,

May 6, 1921, commencing at 2:30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

An Assortment of Chinese Porcelain, Curios, Lacquered Ware, etc., etc.

Including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Insect burners, Old Bronze and Brass Figures and Vases, Kakemonos, Lacquered Cabinets, Ivory, Agate and Crystal Ornaments.

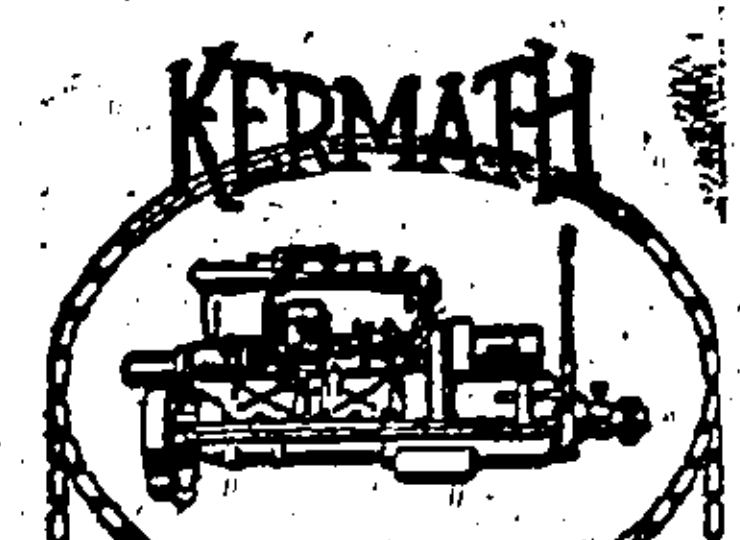
The above stock recently arrived from the North and includes pieces from the Ming, Kungli, Kienlung and Tchowkong Periods.

The bulk of which will be sold without reserve.

(Full particulars from catalogue) Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 28, 1921.



KERMATH

Marine Engines

Economical—Standardized

Entirely new design that the Kermath Marine Engine will run twice as long as other engines on the same amount of fuel.

Kermath engines are standardized throughout. Every part of every Kermath from 1912 to 1921 is interchangeable. That is why Kermath service has become famous.

4 to 40 H.P. 4 cylinder, 4 cycle Engines only.

Price: \$200-1,400. Detail.

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SHANGHAI, CHINA.

Kermath Manufacturing Co.

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INTIMATIONS.

HONGKONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at NOON, for the purpose of considering and if thought fit of passing the following resolutions:—

1. That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars the present authorized capital of the Company to 30 millions of dollars.

2. That the Capital of the Hongkong & Shanghai Banking Corporation be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—
1st instalment of 25% on the 1st day of July, 1921.
2nd and final instalment of 45% on the 1st day of October, 1921.

5. That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the instalment and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe to be registered as the owner of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 6 per cent per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

FOR THE HONGKONG & SHANGHAI
BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, April 28, 1921.

HONGKONG & SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from THURSDAY, 5th May, to SATURDAY, 28th May (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, April 28, 1921.

INTIMATIONS.

APPRECIATION.

D. O. DE SILVA, Esq.,
Acting Manager.
SUN LIFE ASSURANCE CO. OF CANADA.
RE-SETTLEMENT OF
E. J. NORONHA'S CLAIM.

DEAR SIR,
We have to acknowledge the receipt of your cheque for \$30,000—in settlement of our claim under the policies on the life of the late Mr. E. J. NORONHA. We have also to acknowledge your cheque for \$1,878 in refund of the premium paid before due date.

We desire to thank you for your courtesy in settling this claim within the very short period of four days after production of probate.

Yours faithfully,
(Sd.) G. A. DA ROZA,
(Sd.) G. A. YVANOVICH,
Executors of the estate of the late E. J. NORONHA (deceased).
Hongkong, April 16, 1921.

MASSAGE.

Mr. HONDA and Mrs. HONDA.
14 years' experience.
No. 24, Wyndham Street.
(Opposite to the China Mail).

ANCIENT CHINA SCIENCE.

ANOTHER THEORY GONE.

Dr. H. Chatley gave an interesting address to the members of the Royal Asiatic Society Shanghai on the subject of "Science in Ancient China." The speaker endeavored to explode the idea that is held by most people that in the past ages China was the most advanced of the nations in the physical sciences. China had undoubtedly in the past possessed a great store of knowledge by science, as we know it to-day, was quite unknown to them.

The speaker mentioned the three great intellectual eras in Chinese history: the primitive Yao and Shun, the middle period of Confucius and his school of learning, and the late period of the philosopher Chu, who corresponded to the Platonist rule over England chronologically. The philosophy of "The Book of Changes" professed to explain the evolution of the universe, in terms of positive and negative principles, upon which all Chinese philosophy of later years has been based, having as its crux the idea of polarity or sex character of all things.

The lecturer proceeded to give an outline of the Chinese records in various branches of science. In the Book of History there are early references to astronomy, touching upon the sun, moon and planets and the chronological cycles. Mathematics were developed up to the solution of complex equations, arrived at before the Jesuit missionaries added so considerably to this branch of learning. In meteorology, the early interest in the subject was noted, and some interesting comment offered by the lecturer upon the development of the calendar. In geology, the early reference to fossils and development of the theory of periodic cataclysms was mentioned, the speaker following this with notes on chemistry, the story of alchemy, and the practical use made of chemical knowledge in the arts of metallurgy, ceramics, and the manufacture of gun-powder. In physics, he touched upon the theory of music, the practice of hydraulic engineering, building, construction, printing, and the mariner's compass, and mentioned the curious and vague tradition of a Chinese flying machine.

The records of medicine showed rudimentary ideas of anatomy and medicines apparently of a Macbethian character. The progress of botany was shown by the national skill in agriculture, the cultivation of rice and other cereals indicating considerable practical knowledge, while the large number of plants named in the Book of Poetry was an evidence of extensive observation. In psychology and sociology, heredity, mass suggestion, magic, music and ritual occupied important places, and much sound thought and careful observation of human relationships was shown in the Chinese treatment of the science of Government in regard to taxation, responsibility, family relations, the right to rebel, competitive examinations, and the power of letters. The predominance of political ideas in China as compared with other forms of thought had a remarkable effect, and might perhaps be associated with the past prosperity and endurance of the people.

In his general conclusion, Dr. Chatley observed that China had something both of science, the control of nature, and political thought, the control of man—the two bases of civilization—but in neither had she succeeded in achieving that continuous adaptation which was essential to progress.

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25 WORDS 2 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

FOR SALE.

SWEET PEAS FOR SALE.—A few packets of SEED saved from my own plants. Delivery now, or at proper sowing season. A. NICOLL, Quarry Bay.

FOR SALE.—JACOBAN DINING ROOM SUITE, by POWELLS, EXTENSION TABLE, 8 CHAIRS, LARGE SIDEBOARD and DINING WAGON. Box No. 1232 c/o "CHINA MAIL."

GLOVER'S DOG REMEDIES

Prevents the World Over.
Book on "Dog Diseases, their Cause and How to Feed."
Mailed free to any address.
H. Clay Glover Co., Inc.
118 W. 21st Street,
New York, U.S.A.
(Agents) The China Mail,
(Opposite) The China Mail.

ACCOMMODATION SHIPS.

FLOATING HOTELS.

A LIVERPOOL EXPERIMENT.

"The experiment of converting the Canadian Pacific liner 'Minnetonka' into a floating hotel for the surplus visitors to Liverpool for the 'Grand National' is not the first time such a thing has been done by any means. Twenty years or so ago the famous Guion flyer 'Alaska' was sold to Wards, the ship-breakers, but before they could remove her to Preston they received a handsome profit from a shipyard which had not had time to build houses for its workpeople. Her end was only delayed by a year or two, but she did good service. Last winter, two of the big Hudson River night steamers were caught by the ice at Albany and were connected to the town's electric and water mains. Soon they ranked among the most popular hotels in the State capital. At Boston and other U.S. towns one or two of the despised wooden steamers were used as artisans' dwellings, while the suggestion has been put forward to sell them all to the Chinese as some slight improvement on the crazy houseboats which now crowd the Canton River. And, of course, there is the scandalous case, mentioned with curses deep and long by all who served in Gallipoli, of the Royal Mail Steam Packet 'Aragon' being anchored for months on end in Madras Bay as a luxurious hotel for the glittering staff. But the most unkind cut of all was when regimental officers off the peninsula for a few hours or days were given bully beef on board her."

CAN BEE STINGS CURE RHEUMATISM?

A letter appeared some months ago in the leading English newspaper of Shanghai recounting how an elderly European, resident in China, had been completely cured of chronic rheumatism through being badly stung by bees, and the writer asked: Does the bee produce in his happy mood honey for our delectation and in his angry mood a cure for a distressing human ailment?

No answer to this interesting query having since been published, it seems evident that other rheumatic sufferers in China and elsewhere have felt disposed to test the old gentleman's remedy on themselves; therefore the experience of an American lady, Mrs. Byra A. Noye, who lives at No. 3076, West 36th Avenue, Denver, Colorado, may interest them as indicating how easy it is to be found in a much more agreeable and certain manner. Says Mrs. Noye:—

"I developed rheumatism following exposure to a storm while I was in a badly run-down condition, and had severe pains from the tips of my fingers to the region of my back. My hands swelled and there was a constant numbness in my fingers. My legs swelled and the joints became inflamed and throbbled with pain. Sometimes the pains almost disappeared but returned with increased fury. My back ached almost constantly and I became very nervous."

"I had heard of Dr. Williams' pink pills for years and decided to give the remedy a trial. In a week I felt some what better and was so encouraged that I continued the treatment. Slowly the swelling left my hands and legs and then the pain disappeared. I sleep well now, have a keen appetite and feel better than I have in a great many years. Dr. Williams' pink pills proved the very remedy I needed and I have recommended them to my friends."

SCHOOL GEOGRAPHY.

NEW METHODS.

Many who learned their history of England in rhyme and their mountains and rivers like a parrot's speech must feel envious of modern methods of education. Geography was, and to a large extent still is, the bane of multitudes of school children, simply because "physical features" have been presented merely as long lists of names to be committed to memory.

But the newest method, which is becoming the rule, especially in country places, is making the dry bones of this subject live. The children are starting with the geography of their own parish; learning in the open air how the hills affect the water-courses, and the water the founding of villages and towns; why one side of a wood has a different flora from the other, why the church was built where it stands and the parish pump reared on its particular site.

They are learning direct from nature the hundred-and-one whys and wherefores which determine geographical features. Many children have made excellent maps of their parish. That is the beginning. From the parish their study is extended to the county, from the county to the country, from country to continent. From the geography of the parish pump the child comes to understand the physical significance of the vast waters of the Atlantic and the mighty peaks of the Himalayas.

SATISFY!

—what the deuce does that mean?

It means that NEW thing in a cigarette, that does for your smoke-hunger exactly what a drink of cold water does for your thirst!

A cigarette must do more than please the taste—Chesterfields do. They let you know you are smoking—they SATISFY.

And the reason is that Chesterfields have body. The finer, silkier leaves of TURKISH have been properly BLENDED with several varieties of the best AMERICAN tobaccos, famous for their full-bodied flavor.

SATISFACTION is something that no cigarette, except Chesterfields, can give you—regardless of price. Because no cigarette maker can copy the Chesterfield blend.

Ask your dealer for Chesterfields.

Liggett & McCarty Co.

Chesterfield
CIGARETTES

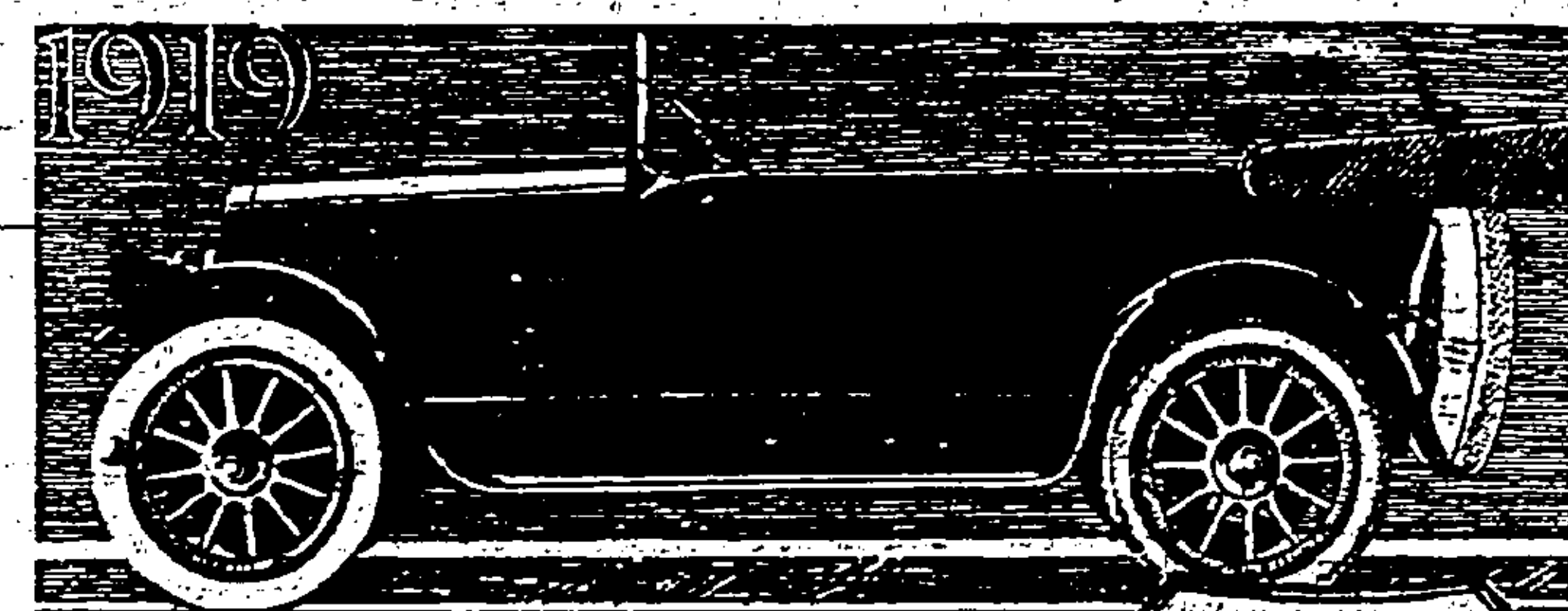
—of Turkish and American tobaccos—blended



This is the package with the moisture-proof jacket that keeps Chesterfield's original freshness and flavor intact.

They SATISFY!

20 for 20 cts.



KING

KING owners know their car represents the skilled product of many years experience in manufacture for world-wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstery, and beautiful finish, the KING affords just what to owners in many lands. Durable construction by an old-established manufacturer; great economy of upkeep and abundant hill-climbing power are other features of KING excellence.

Four Handsome Body Models: 4-passenger Touring Car, 4-passenger (closed car) Sedan, 4-passenger Touring (sporting model), 2-passenger Road King (speed model).

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KING MOTOR CAR COMPANY, Export Department, 1570 Broadway, New York, U.S.A.

Finest London Gin

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FINE DRY,
FINE OLD TOM.

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BLOUSES.

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Dennison's Xmas Decorations.

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60, Des Voeux Road, CENTRAL.

MARRIAGE.

KEATS-MARTYN.—On April 20, 1921, at Shanghai, Walter Osborne Keats of Plymouth, and Helen Ada Smith Martyn, only daughter of Mr. and Mrs. Samuel Smith Martyn of Bedford.

DEATH.

JOVINO.—On April 25, 1921, at Shanghai, Maria Christina, infant daughter of Mr. and Mrs. L. F. Jovino, aged 48 days.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, MONDAY, MAY 2, 1921.

OUR GOVERNOR'S ERRAND.

The plot thickens. The precipitate expedition of His Excellency Sir R. E. Stubbs to North China, at a time when ordinarily he would be least expected to leave the Colony, could not but cause much gossip, speculation, and guesses touching the object of it. He has been credited with all kinds of high enterprises, political, diplomatic, international, from assisting to make peace between Peking and Canton to adding to the area of the British Empire. So far as China's domestic politics are concerned, we may count him out. It is not even plausible to suggest that our Governor could do any good by meddling with China's own affairs, that he would be permitted to do so, or that he would think of trying. China's internal dissensions can be repaired only by Chinese. Foreign intervention of any kind, however benevolent or friendly, would be misunderstood and aggravate the trouble. Sir Robert Ho Tung, as a Chinese, though a British subject, could with more propriety shove in his oar, and

we have no doubt that he will be doing anything he can.

Just as the coincidental departure northward of the Governor and Sir Robert Ho Tung inspired the quick-witted, so now the contemporaneous retirement from Weihaiwei of Sir James Stewart Lockhart, and his arrival here, has set them to tracing a connection. It would seem reasonable to expect that if the Governor's errand really had anything to do with the future administration of Weihaiwei, the administrator of it for nineteen years would be unlikely to travel south just when His Excellency travelled north. Nor does it appear likely that the mooted transference to China of Weihaiwei (which we held "for so long a period as Port Arthur should remain in Russian hands"), even if it were coming true at last, would require the attendance and attention of the Governor of Hongkong, any more than it would involve the presence of the President of the Shanghai Municipal Council. As his Excellency's journey north, rather than Sir James Lockhart's journey south, is the occasion of the retrocession being mooted at all (some dozen years after the time proper for retrocession) we may as well dismiss it from our minds. A united China might ask for it, especially after coming to terms with Japan for the return of Kiaochow; but until there is a united China, and until Japan has handed Kiaochow back, we suppose that Weihaiwei is likely to remain in British hands.

Another guess was that the proposed highway from Kowloon to Canton was the object of His Excellency's visit to Peking. The objection to that is that the area proposed to be roaded does not seem at present to be in the jurisdiction of Peking. The Canton President, rather than the Peking one, would have seemed entitled to first approaches. Besides, the precedent of personal negotiation by the Chief Executive would be so

admirable that we hardly dare to entertain it as a thing likely, even for a piece of business so important. There remains the guess that His Excellency has gone to secure for the British Empire the addition to this Colony, "in exchange for Weihaiwei," of that part of Kwangtung which lies south of East River and Shenlung. Again the objection applies. It would be so objectionable and improper, with the present state of affairs in China, for anyone to bargain with the Northern Government for Southern territory, that we cannot for a moment believe it would be attempted. That is to ignore the fact that in any case such negotiations are diplomatic, the peculiar function of His Majesty's Minister, and not gubernatorial.

Sometimes a great deal of mental energy is wasted by beating about a bush in which no quarry is—while all the time the quarry is in plain sight and in the open. Let it not be possible that Sir R. E. Stubbs went north because the weather was getting too warm down here?

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony on Saturday.

It is proposed to build a motor road, at a cost of \$150,000, from Shekling to the foot of the Loh Fo hills, a popular nearby scenic summer resort.

By the P. & O. S. "Soudan," which left yesterday morning, Mr. H. P. Wilkinson, Crown Advocate, and Judge of H. M. Court at Weihaiwei, left for Home, accompanied by Mrs. Wilkinson and the children.

Charged with the theft of 2 lbs. of copper, the property of the Tramway Co., a Chinese employed on repair work on the lines at East Point, pleaded guilty and was sentenced to four weeks' hard labour, by Magistrate Lindsell this morning.

A delegation of Chinese railway experts left Shanghai for Montreal by the R.M.S. "Empress of Russia" to study the Canadian Pacific Railway system. The Chinese delegation from Manila who are bound for Washington to fight against the law in Manila requiring all foreign nationals to keep accounts and books in English left Shanghai by the same steamer.

Captain S. J. G. Parsons, formerly of the N.Y.K., is in command of the ex-German liner "Normannia," one of the steamers handed over to the Japanese under the terms of the Peace Treaty. Captain Parsons is very well-known throughout the East, and will be remembered as one of the most popular captains sailing to these ports. During the war he served with the Grand Fleet from 1914 to 1918.

The results of Pitman's Short-hand Examinations held lately at the Italian Convent are as follows:—Speed: (80 words), Misses Vida Williams, Edwina Rodgers, Elizabeth Ward, Agnes Fung, Mollie Rahman, Lina Rosa, Annie Cordeiro and Laura Santos. Theory: Misses Doris Smith, Ruby Kong, Anna Lye, Mabel Gittins, Emilia Figueiredo, Emma Parras, Margaret Kent, Stella Neves, Lena Choa, Natalia Alvares, Augusta Alvares, Beatrice Santos.

Interport games of lawn bowls with Shanghai visiting Hankow and Hongkong and several new cups to be contested for during the season of 1921 were forecasted at the annual general meeting of the Yangtseepoo Lawn Bowls Club. No programme of play during the coming season was given out but it was promised that lawn bowls would be made into one of the most popular sports of Shanghai in 1921. The newly elected committee will arrange for schedules of play.

Two Chinese were this morning charged before Magistrate Lindsell with the unlawful possession of 800 "Sparrow" brand cigarettes, on which duty had not been paid. The first defendant was seen on Saturday evening leaving the s.s. "Sian" with a tin in his possession. He was suspected and followed by a Chinese revenue officer to the second defendant's shop where on examination the tin was found to contain dutiable cigarettes. The co-accused was fined \$35 and the shopmaster \$100. The cigarettes were confiscated.

We are informed by the Hongkong and Shanghai Banking Corporation that they have received a telegram, dated April 28, from their London Office that on or before May 28 applications will be received for New 3½ per cent. Conversion Loan redeemable 1921, into which National War Bonds maturing on or before September 1, 1925, may be converted as follows:—
\$123 for \$100 National War Bonds 1922.
\$122 for \$100 do. 1923.
\$121 for \$100 do. 1924.
\$120 for \$100 do. 1925.
This loan will not be free of Income Tax to residents abroad. Issue of Treasury Bonds will be discontinued at the end of this week.—ADVT.

"EASILY DONE."

SHIPS & BOO BROACHED.

SIX SEAMEN SENT TO JAIL.

James Marshall, Walter Daly, Thomas Carron, Joseph Mackin and William Fielder, members of the crew of the Blue Funnel s.s. "Pyrrhus," were this morning charged before Magistrate Orme with the theft on board the ship between Kobe and Hongkong, of four rolls of cotton shirting, six rolls of grey suiting, six rolls of white duck, six rolls of plush, 21 pieces of satin lining, 34 bars of soap and one tin of preserved peaches, valued together at £130, part of the ship's cargo.

All the defendants pleaded "guilty" in respect of the articles found in their respective rooms. Mr. G. G. N. Tinson, who presided for Messrs. Butterfield and Swire, agents of the ship, said that he had been instructed to press for a severe penalty in view of the fact that cargo broaching was becoming very frequent, and the company had lost hundreds of pounds worth of property.

Asked what he had to say before sentence was passed, Marshall said that he could say nothing except that the thing was easily done. There was a certain percentage of the temptation.

Daly, a 19-year-old lad, said that he had been out of employment for six months before he joined the "Pyrrhus." During that time he had contracted debts, and he stole the property to raise money to clear himself.

Carron asked that in view of the fact that he had a wife and family at home, the Magistrate would be lenient with him and if possible impose a fine instead of sending him to jail.

In the present unsettled state of the country (England) with thousands of people unemployed, a woman had no means of finding a livelihood, and if he were locked up his wife would get no money during the time he was away. She might be driven to all sorts of things.

Mackin who said that he too was a married man, made a similar plea. Fielder said that he had nothing to say.

The Magistrate said that he did not think it worth while to give the defendants the option of a fine as in such cases it would necessarily be heavy and they would not be able to pay it. A ship employed European seamen to make trips to the East because it was thought they could be trusted and it was hoped they would be a help to the Chinese. When the most disappointed this hope and took advantage of the trust placed on them, a very serious view must be taken of the case. He would sentence them to two months' hard labour each.

A LESS SERIOUS CASE.

John Fitzpatrick, a seaman from the s.s. "Antiochus," another Blue Funnel steamer, was next charged with the theft of an umbrella, part of the ship's cargo. The defendant denied the offence. Capt. McHutchon said that on April 18, while the vessel was at Yokohama, a stevedore's coolie was found in possession of the umbrella. When handed over to the police he gave them certain information. On the morning of the 19th, the defendant told the chief officer that he had sold the umbrella to the coolie. The matter was reported to witness and he entered the defendant's confession in the log book which the defendant signed.

The defendant said that he found the umbrella under the steam pipe casing on deck, behind the steering rod. As it was a bit soiled he cleaned it and hung it up in the wash house. That day, a missionary lady on board invited the whole crew ashore to a concert. Having no money for sampan hire he sold the umbrella to the coolie for two yen, ignorant that it was part of the ship's cargo. As the result of information given by the coolie, he was taken to the station where he explained everything to the Inspector who detained him for an hour and then discharged him with a caution. When he returned to the ship he volunteered a statement to the chief officer who passed it on to the Captain who in turn entered it in the log and defendant signed the log because he did not want to cause any trouble on board. He did not know at the time that there would be Court proceedings.

While admitting that there was no evidence of the actual theft of the umbrella, Mr. Tinson said that the defendant should have known that it was part of the ship's cargo. In any case he had no right to possess it and should have handed it over to an officer as soon as he found it.

The Magistrate said that this was a different case from the other where several men combined together to rob the ship, he would therefore treat the defendant more leniently and sentence him to 21 days' hard labour.

About 5.25 p.m. yesterday, the 8-year-old daughter of the mistress of a fishing boat was crossing the road at Aberdeen when she was run into by motor car No. 26. Fortunately she received only slight injury, and did not require medical attention. The woman was satisfied that the mishap was an accident and said she did not wish to proceed against the driver of the car.

SAIYINGPUN SCHOOL.

PRIZE DISTRIBUTION.

The annual prize distribution of Saiyungpun School was held this morning in the school hall which had been prettily decorated for the occasion. Mr. Ho Kom Tong distributed the prizes to the successful scholars. Among the visitors present were Mr. E. Ralphs, Inspector of Schools, Mr. N. Teesdale Mackintosh, Registrar of Hongkong University, and Professors Hinton and Forster, Capt. Hall, Mr. H. R. Wells, and the Rev. Dr. T. W. Pearce.

The report of the Inspector of English Schools for last year follows:—The maximum enrolment was 340 (370 in 1919), and the average attendance 314 (334 in 1919).

Mr. Hamilton acted as Head Master during the greater part of the year. The School has been full throughout the year, and only about one-third of those who applied for admission could be accommodated. As a result of the further application of the rule limiting the number of pupils in a class to 30, the average attendance is slightly below that of the previous year. The attendance is regular, and 31 boys made every possible attendance. The discipline and tone of the School continue excellent. Handwriting throughout the School continues to merit special praise; at a recent "Fere Foster's International Writing Competition" one pupil from this School sent in a copy which was adjudged to be "of conspicuous merit and deserving of special commendation," and was ranked fourth. Map drawing is particularly good. Useful additions to the general equipment of the School have been made: these include 100 volumes for the library, material for the sports section and various series of pictures for conversational and decorative purposes. Most of this was personally selected by the Head Master when on leave in England.

In sports the School has held its own. Football, volleyball, and swimming are the favourite recreations.

Amongst the graduates at the local University upon whom degrees were conferred at the recent congregation two were former pupils of this School, namely Messrs. Wong To On and Fok Wing Nan. The School is now the recognised practising school for the University and three students in training are in constant attendance.

DONORS OF SPECIAL PRIZES.

The following gentlemen, donated special prizes:—Captain Hall, Messrs. Kwok Si Lau, Ip Sau Chi, Ho Ki, Ho Wing, Ho Lu, Ho Cheuk, Ho Leung, Choy Hong, Yeung Hing Sheng, Yung Chung Kam, Li Ping and Ying Wah Book Shop.

PRIZE LIST.

Scholarships:—Class 4A.—Yau Fung Hon (Alan Morris), Ng Po Lan (Govt. full Scholarship), Lau Pak Wa (Govt. full Scholarship), Chan Ping Kwan (Govt. full Scholarship), Pan Sai Fong (Govt. half Scholarship).

Class 5.—Cheng In Mar (Ho Kom Tong Scholarship), and Tsai O. Fun (Govt. Scholarship).

Class 6.—U Kam Chuen (Ralphs Scholarship).

Class 7.—Ling Wai Lun (Govt. scholarship).

Class 8.—Li Po (Mok Kon Sang Scholarship) and Ho Pak Choi (Govt. Scholarship).

Annual Examination.—1, Lam Tam Yan (5A), and 2, Ko Shun Him (5A); 1, Lo King Ho (6), and 2, Ip Tai Ki (6); 1, Wong Ni Hing (6A), and 2, Tong Kwai Fong (6A); 1, Fong Kui Kwong (7A), and 2, Leung Chan Kong (7A); 1, Ho Pak Choi (8), and 2, Kwok Tak Yuen (8).

Terminal Examinations.—1, Wong Yan Wing (4B), and 2, Lo Yung Kwong (4B); 1, Lo Pak Cheun (5A), and 2, Cheung Loi (5B); 1, Yeung Kin Fan (6A), Fong Man King (7A), and 2, Chui Kwong Wing (7A); 1, Lui Yin Cho (5A), Un Kwai Kwi (5B), Yeung King Fan (6A), Pong Kui Kwong (6B), Fong Man King (7A), Chan Wai Man (7B), Chui Kwok Wing (8), Yeung Shun Pui (8), Wong Shing Moon (8), and 2, Kwok Tak Yuen (8).

Special Prizes.—Ma Ping Lit (Writing), Chui Yan Sing (map drawing), Sung Chun Wa (map drawing), Un Kwai Wa (map drawing), Leung Pui Sum (map drawing), Leung Chan Kong (arithmetic), Ip Ching Yui (composition), Chan Mo Yan (composition), Pong King Cheung (colloquial), Wong Cho Kun (Composition), Mak Wing Him (arithmetic), and Teui Wai Leung (colloquial).

Diligence—and Good Conduct.—Chan Ting Yau (4), Lo Ping Fan (4B), Li Ka Wa (5A), So Chan Yau (5B), Lun Wai Ling (6), Lui Fung Tin (6), Tong Hon Ying (7), Wong Hing Ming (7A), Tai Yuk Kwan (8), Tang Cham Kwong (8), Ng Yuk Ming (8).

Attendance (Full).—Chan Ting Yau (4A), Lo Kam Tong (5A), Lo Kam Tong (5A), Ma Ping Lie (5A), Sung Chun Wa (5A), Lo Pak Cheun (5B), Leung Yui Cheong (5B), Chui Yan Sing (6A), Fung Chung Lan (6A), Wo King Chok (6B), Leung Mo Lu (6B), Tsai Yau Cheong (7A), Mang-Woon Man (7A), Ho Yuen Pun (7A), Lau Yuk Ching (7A), Chung Yui Lun (7A), Chu Yau Cheung (8A), Ko Shun Him (8B), Tung Hon Ying (8A), Ho Pak Choi (8A), Lo Kam Wa (8A), Ho Sun Pun (8A), Mok Tin Chan (8A), Lai Kam Shui (8), Mok Kwai Yuen (8), Wong Man Fat (8), Tong Chik Sang (8), She Yung In (8), Chenk Wa Wing (8), Li Fuk Sing (8), Chan Man Chui (7B), and San Yui Pui (6A).

Vocational Studies.—Annual Examination.—1, Yau Fung Hon (4A), and 2, Lau Pak Wa (4A); 1, Cheung Li Man (5A), and 2, Ko Shun Him (5A); 1, Ip Tai Ki (6), and 2, Lui Yin Cho (6); 2, Chui Ki For (6A), and 2, Tse Ying Chung (6A); 1, Lum Wai Ling (7A), and 2, Tam Yan Kong (7A); 1, Li Po (8), and 2, Lau Ping Lam (8A); 1, Lok Cheung (4B), and 2, Wong Yan Wing (4B); 1, Ng Chung Cheong (5B), and 2, Fok Ni Lun (5B); 1, Lai Sing Fong (5B), and 2, Yeung Kin Fan (6A); 1, Fong Man King (6A), and 2, Leung Chak Chuen (7B); and 1, Chui Kwong Wing (8), and 2, Chui King Wing (8).

Now is the time.

FOR remediation you will find nothing better than Chamberlain's Pain-Expeller. It is the time to get rid of it. Try it. It will relieve the pain and soothe the inflamed and aches and pains caused by all ailments and store keepers.

OUR FRENCH VISITORS.

ENTERTAINMENTS ARRANGED.

A big round of entertainments has been provided for the delectation of the officers and crew of the French cruiser "Montcalm," which is now in port and will, it is expected, remain here for several days. The Government and the naval authorities have co-operated in an endeavour to make their stay in Hongkong a thoroughly enjoyable one and our French visitors should find no lack of diversion.

Two thousand free tram tickets and 500 free tickets on the Peak tramway have been made available for use by the "Montcalm's" personnel and arrangements have also been made for free admission to the picture shows. The Government has arranged for French sailors in uniform to attend any of the performances at the Coronet Theatre and about 30 free seats have also been set aside at the Hongkong Theatre.

Accompanied by British naval officers who will act as their hosts, the officers of the "Montcalm" will make a trip around the Island on Wednesday afternoon when a half for tea will be made at Repulse Bay.

A special cinema performance is to take place at the Coronet Theatre at 2.15 p.m. on Thursday and afterwards an equal number of French and British sailors will be entertained at tea in the City Hall.

A NEW "S.O.S."

A new "S.O.S.," lending itself more readily to the action of the automatic calling device, will be proposed at the forthcoming International Wireless Conference. The Committee of the Chamber of Shipping is strongly of opinion that the present wireless regulations go far beyond what is necessary to secure safety of life.

Of the Panama Canal the report says that if its use by the ships of all nations is encouraged it cannot fail to be of the greatest value to the trade of the American continent and the rest of the world. Economic history, it is pointed out, shows that discrimination against the flags of other countries, in the shape of higher dues, can only have a detrimental effect on the commerce of the great communities of the American continent. One fears, however, that that lesson has not been fully learned yet.

At home, it is maintained, compulsory pilotage should be abolished except in ports, if there are any such, where "in the interests of shipping and navigation it is necessary to maintain an efficient pilotage service." The pilots of the United Kingdom are accused of selfishness which must prove injurious in the long run to their own interests as well as to those of the nation as a whole.

PASSENGER ROBBED.

LOSS OVER \$5,000.

THEFT ON A STEAMER.

About 8 p.m. on Saturday, while a passenger was on board the s.s. "Hydrangea" he was robbed of a leather bag containing \$4,871 in money, a gold watch and chain with a gold coin as pendant and a locket, valued together at \$5,071.

This morning a Chinese was charged before Magistrate Orme with the unlawful possession of a dagger which it was alleged he intended to use in a fight pending between two hostile clans in Yaumati. Sentence of four months' hard labour was passed. The weapon was confiscated.

On Saturday night a cash box containing jewellery valued at \$339, \$14 in money and a deposit receipt for \$1,200 was stolen from the cubicle of a woman living in Queen's Street while she was asleep. She has no clue as to the identity of the thief, but suspects one of the servants.

Before Magistrate Lindsell this morning, a compositor employed by the Hongkong Telegraph, was charged with the theft of \$2 worth of types from the composing room. The watchman said that on Saturday all the compositors knocked off work at 1 p.m., and the office was closed. In the afternoon the defendant came to the office and under pretext that he wanted to take something he had left behind, entered the composing room. As he was a long time inside the witness went in and saw him tying up four packets of types. A fine of \$20 or 14 days' hard labour was imposed.

The wedding of Mr. C. A. da Rosa, of Hongkong, and Miss Angela Trigo, daughter of Colonel Trigo (Director of Public Works, Macao), and Mrs. Trigo, of Funchal, Madeira, took place at the Bishop's Chapel, Macao, on Wednesday, April 27. The bride, who was given away by her father, looked very charming in a dress of champagne Chantilly lace. She was attended by Miss Amelia Trigo and Miss Olga da Rosa as bridesmaids. Mr. A. A. Novate acted as best man. A reception was afterwards held at "Villa Flora," the residence of Colonel Trigo and later the happy couple left for Hongkong en route to Peking, where the honeymoon will be spent. Mr. and Mrs. da Rosa were passengers on board the "Empress of Russia" which sailed on the 28th.

SHIP'S OFFICER ASSAULTED.

CHINESE SEAMEN CHARGED.

A Chinese boatswain and eleven Chinese seamen from the s.s. "Yoo Sang" appeared at the Marine Court this morning before the Marine Magistrate (Lieut. Conway Hulse, R.N.R.) to answer charges alleged to be on Saturday last they disobeyed the lawful commands of the officer in charge of the vessel and unlawfully assaulted William W. Hopkin, the chief mate. In consequence of the inability of the complainant to appear in Court on account of his injuries, the accused, all of whom pleaded not guilty, were remanded in custody for the space of a week.

ARMED ROBBERIES.

A SHOP HELD UP.

TWO MEN ARRESTED.

About 6.45 p.m. yesterday, while a shopkeeper living at No. 85, Pedro Street, Samshui, was having a meal with his wife and four, six men, three armed with revolvers and another with a dagger, broke into the house. Having rounded up all the inmates and threatened them with death, the robbers stole from the wife a pair of gold mounted rattran bangles valued at \$30, and a ring valued at \$10. They then broke open a drawer in the counter and stole \$50 in money. They all escaped in the direction of Chergachauwan. Later the police arrested one man who was identified by the shopkeeper and other witnesses as having taken part in the robbery.

An armed robbery is reported to have been attempted at No. 44, Wing Lok Street, when three men, one of whom was armed with a dagger, were alleged to have entered the first floor of the house at 6.45 p.m., yesterday, and held up the inmates while they were at a meal. A servant escaped to the kitchen and gave the alarm. The intruders made off without stealing anything. In the street they were chased by the police and one man was caught.

OPIUM SMUGGLING.

STEAMSHIP OWNERS FINED.

ANOTHER BIG HAUL.

On Saturday, the Sui Hing S.S. Co., owners of the "Chungking," were charged before Magistrate Orme with having allowed the vessel to be used to import non-Government opium into the Colony.

Revenue Officers, under Chief Preventive Officer Wan, searched the ship on April 9 and 10 and found large quantities of raw and prepared opium concealed in the engine-room. As a result of the seizures, a fireman and a greaser deserted the ship. The Magistrate imposed a fine of \$2,000.

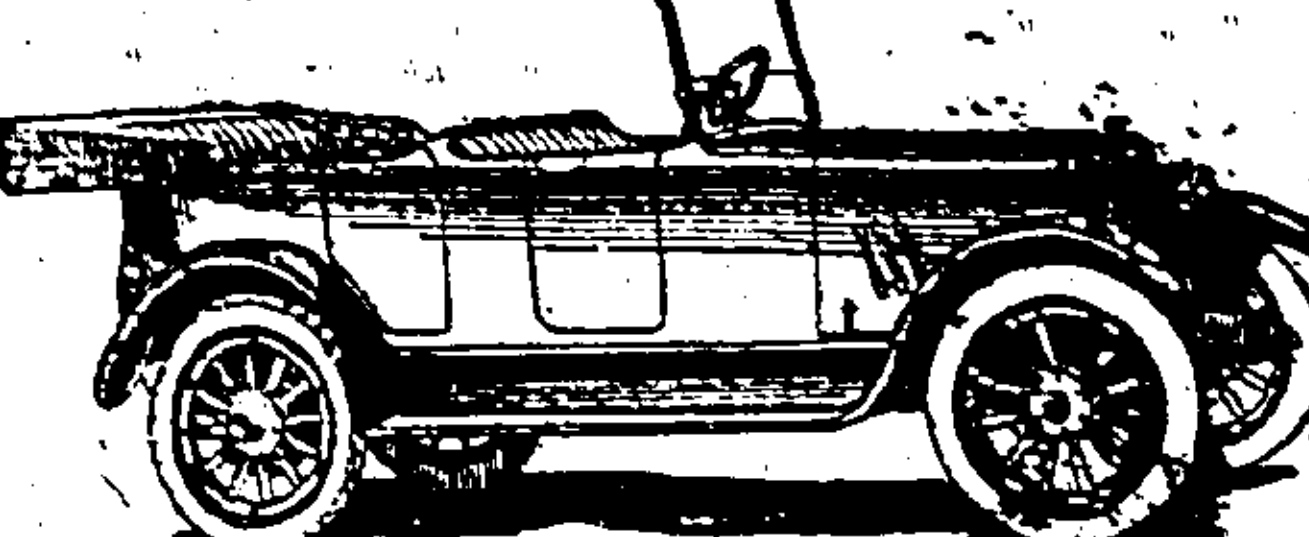
On Saturday afternoon, Sergeant Falkon searched the s.s. "Chuanan" prior to her departure for Manila and seized 204 tins of raw opium which he found concealed in some large baskets of cabbages forming part of the ship's cargo. No clue could be found as to the identity of the smugglers. The drug was confiscated.

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MERCURY MOTOR CAR CO.
CO.
59-61 Des Voeux Road Central.
HONGKONG.



HONGKONG UNIVERSITY. ENGINEERING EXAMINERS' REPORT.

Mr. N. Teedale Mackintosh, Registrar of the University sends us the following copy of the report which has been sent to Sir Charles Addis, Chairman of the London University, by the Examiners in the University of London who were appointed Assessors in the Examination for the Honours Degree of B.Sc. Engineering held here in May, 1920.

It is not perhaps generally known that the Honours Degrees in Engineering granted by the University of Hongkong have always been awarded on the results issued by Examiners from the University of London to whom the papers of the Candidates examined here have been sent each year.

[Enclosure.]

IMPERIAL COLLEGE OF SCIENCE AND TECHNOLOGY.
City and Guilds (Engineering) College, Exhibition Road, London, S.W. 7.
March 8, 1921.

The University of Hongkong.
Dear Sir Charles Addis.—The Honours B.Sc. (Engineering) scripts and course work submitted to us as Assessors, reached us on December 16, 1920.

The work of four Candidates was submitted whose names and names as well as our recommendations are given below:

Name	Recommendation
401 Chun Wing Ching	1st Class Honours
416 Sung Zau Yoon	1st Class Honours
412 Chao Ia Nin	2nd Class Honours
415 Lai Sun Lu	2nd Class Honours

We are pleased to say that the high standard reached in previous years has been fully maintained and this is quite equal to that of London University. The work of Candidates 401 and 416 was excellent in all respects.—Yours faithfully,

(Signed) S. M. DIXON,
D. A. LOW,
T. MATHER.

AMERICAN EXPORTS.

CHINA'S SHARE.

SECOND IN THE FAR EAST.

China ranks second among the nations of the Far East in point of imports from the United States according to a review of American exports just made public by the Bureau of Foreign and Domestic Commerce, at Washington.

China's share of America's exports totalled \$105,539,583. Japan with purchases of American goods valued at \$366,000,000 ranked first.

America's best customer, considering the entire world, was the United Kingdom, which imported from America goods valued at \$2,278,000,000, of which \$2,125,000,000 went to England, and \$153,000,000 to Scotland, and \$55,000,000 to Ireland. American exports to Europe as a whole were valued at \$3,187,000,000.

Argentina took \$155,899,390 in American goods, Mexico took \$131,455,000, and the Falkland Islands took \$170,173.

TO-DAY'S ADVERTISEMENT.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S. S. "LORETTA"
From BALTIMORE

THE Steamship
"LORETTA,"

having arrived from Baltimore via ports, on May 1st, 1921, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed, and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on May 6th, 1921, by the Company's Surveyors, Messrs. Cammell & Co., Ltd. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after May 9th, 1921, will be subject to suit.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents, Green Star S. S. Corp.,
Hongkong, May 1, 1921.

FOR A PAIN BACK.

WHERE you have pain or lameness in the back, use the pain reliever in Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the spot of pain. For sale by all Chemists and Storekeepers.

TO-DAY'S NEW ADVERTISEMENTS.

NOTICE.

THE OFFICE of the ITALIAN CONSULATE has THIS DAY been REMOVED from Alexandra Buildings, to the top floor of Prince's Building, 100 House Street.
Hongkong, April 30, 1921.

NOTICE.

WE have authorised Messrs. REGINALD MEIN, AUSTIN, GEDRIC CHARLES BOVEL and ALLAN BROWN STEWART to sign for the Company "per procuration" from this date.
JARDINE, MATHESON & Co., Ltd.
Hongkong, May 1, 1921.

WANTED.

WANTED.—To Rent for 3 ROOMS. ED HOUSE, Hongkong, or Kowloon, Long or Short Lease. Write Stating Rent. Apply Box 1933, c/o "CHINA MAIL."

LOST.

LOST.—BRINDLE BULL DOG, Batch number 202. Finder please return to W. C. H. LYSON, 13, Caine Road.

FOUND.

FOUND.—On SATURDAY night, A BULL DOG. Apply Box 1284, c/o "CHINA MAIL."

FOR SALE.

FOR SALE.—GUITAR, nearly new, no reasonable offer refused. Apply Box 1283, c/o "CHINA MAIL."

TO LET.

EUROPEAN HOUSE, No. 7, Middle Road, Kowloon, 7 large and airy rooms, 4 bathrooms. Apply:—Yu Kam Hing C/o Messrs. Johnson, Stokes & Master.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY, May 4, 1921, commencing at 11 a.m.

at No. 23 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(For Account of the Concerned), 50 Bales Heavy Coes "Green Stripe" Gunnies (2½ lbs.)

38 Bales "Blue Stripe" Gunnies (2½ lbs.)

and afterwards at No. 51 Godown 25 Bales Liverpool Twill, 3 Blue-Stripe Gunnies, 44" x 26½" x 2½ lbs. (8 x 8).

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, May 2, 1921.

P. & O. S. N. CO.

STEAMERS FOR.

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DILWARA," Captain RIBB, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 10th May, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer, proceeding direct to Marseilles and London.

Parade will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hongkong, May 2, 1921.

STEAMERS FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON.

Offers are invited for the purchase of the following Ex-Esemy Steamers:—

Name of Steamer	Gross Tonnage	Net Tonnage	Built
RANDE	790	317	1906
ANGHIN	1613	1001	1903
CHOWTA	1248	1055	1888
WONGBOI	1777	1115	1896
MANILA	1790	1108	1904

Terms of sale and full particulars may be ascertained on application to, and permits for inspection will be issued by Messrs. Boustead & Co., Singapore; Messrs. Bulloch, Rice & Co., Ltd., Rangoon; Messrs. Mackinnon, Mackenzie & Co., Hongkong; and the undersigned.

Sailed tenders should be lodged with Mackinnon Mackenzie & Co., Calcutta. The tenders which must be in Sterling, will be opened at Calcutta, on FRIDAY, the 17th June, 1921, and must be valid for 14 days after that date.

MACKINNON MACKENZIE & CO., 16 Strand Road, CALCUTTA.

Hongkong, April 25, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

SPORT.

SATURDAY'S FOOTBALL.

"TITANIA" v. SOUTH CHINA.

A GOOD TUSSLE.

A hard fought game that ended without a score on either side was witnessed on Saturday when an eleven from H.M.S. "Titania" tried conclusions with the South China team.

Mr. Thornton had charge of the whistle and the teams were as follows:—
H.M.S. "Titania": Yeoman; Kerridge, Maplesden; Sheerman, McGraw, Hutchby; Hall, Green, Hendry, Pyles and Cooper.

South China: Lau Hing Cheung; Chan So, Cheung Wing Shing; Fung Ping, Leung Tai Fong, Leung Yek, Tong; Pang Kung Wing, Ip Kau, Wong Pak Shing, Kam Fook, and Au Kit Sang.

Soon after they had kicked off the sailors commenced a vigorous attack and Hendry getting possession of the leather in the middle, took the ball down and sent in superb high shot which Lau Hing Cheung succeeded in converting into a corner.

After the flag kick, further onslaughts were made upon the South China cinder without success and then Pang Kam Wing and Ip Kau carried the fight into naval territory. Nothing happened in the scoring line, however, although more than one opportunity presented itself, and, after a good deal of up and down play, the "Titania's" men took charge and battered away at the South China defences.

The Chinese backs, however, offered a firm front and some splendid saves were effected before South China, following a period of effective combined play, took the game in hand and swept down to the opposite end. Efforts to score were fruitless however and the bluejackets were again besieging the South China goal when the half time whistle blew without either side having opened a scoring account.

South China took the offensive immediately after the resumption of hostilities, Ip Kau sending in a good drive which was, however, intercepted by the "Titania's" goal-keeper. The naval men could do no better when their turn came to attack and soon the leather was back in the hands of South China. Ip Kau, who had been responsible for some excellent shooting had another try for goal but Yeoman negotiated it successfully and the ball went back to the other end where a fine low drive from Hendry almost found its way through. Both teams at this stage began to get thoroughly warmed up and strenuous efforts were made to score. The centre of play swung from goal to goal but the final whistle closed the game without a score on either side.

It was a spirited struggle all the way through and though there was little to choose between the two teams the "Titania" men probably had the best of the play.

INTERSPORT POLO.

SHANGHAI v. HONGKONG.

MATCH HERE IN SEPTEMBER.

Games between the Shanghai Polo club and Tientsin and Peking are on the calendar for playing during the 1st Eastern Olympiad Games to be held in Shanghai in the early part of June. A trip of the Shanghai team to Hongkong and special play for four additional silver cups among the members of the Shanghai Club feature in 1921 season's programme, says the *China Press*.

The first interport match played in Shanghai was with the Hongkong club, Mr. Fock said at a meeting of the Shanghai Polo Club, was sure to be a challenge for a return game this season. The Shanghai team would probably go South in September for the match.

LOVE TENNIS.

VISION II.

Playing the home courts on Saturday, the Club de Recreio beat the C.R.C. team by 54 games to 45.

The score was:—

F. Soares and M. Pinna lost to C. Choa and M. H. Lo 2-9, beat Yew Man-sun and Cheung Wingkui 10-1, beat G. Lee and W. Gittins 6-5.

F. Marques and H. Remedios lost to Chan and Lo 5-6, beat Cheung and Yew 6-5, beat Lee and Gittins 6-5.

V. Yvanovich and E. Souza lost to Choa and Lo 3-8, beat Cheung and Yew 9-2, beat Lee and Gittins 7-4.

LAWN BOWLS.

K.B.C.C.'S OPENING DAY.

Saturday was the opening day of the bowls season of the Kowloon Bowling Green Club. A very enjoyable afternoon was spent on the Club's greens and tennis courts by a large gathering of members and their friends. Everyone was enthusiastic about the function, and it was unanimously voted the most successful opening day the Club ever had.

There were fully 150 persons present to watch the interesting competitions in which representatives of the Tai Koo, Bowling Club, Police Service Club, Craigengower Club and the Kowloon Cricket Club took part. No fewer than 64 players participated in the games, and eight rinks were occupied. Play was very keen, and there were some close results.

Tea was served on the lawn during the afternoon.

Mr. J. N. R. Allan, the President, before calling upon Mrs. Lapsley to present the spoons, made a short address in which he cordially welcomed the visitors and thanked them for helping to make the opening day such a great success.

Mrs. Lapsley then presented the prizes to the successful competitors.

Mr. D. Keith expressed thanks to the ladies who had assisted at the tea tables and asked Mrs. Lapsley's acceptance of a beautiful bouquet contained in a silver holder. Three hearty cheers were given for the ladies.

Representatives of the various clubs expressed thanks for the pleasant afternoon provided and wished the Bowling Green a most successful season.

The results of the competitions were as under:—

TAIKOO.	BOWLING GREEN.
Wick	Henderson
Morrison	Dixon
Healey	Healey
Weatherpoon 24	Lapsley..... 25

POLICE.	BOWLING GREEN.
Knight	Frost
Reid	May
Cooper	Gray
Clark..... 19	Farrell..... 18

K.C.C.	BOWLING GREEN.
Purvis	Hall
Davidson	Allan
Richmond	Edwards
Gibson..... 19	McIver..... 16

CIVIL SERVICE.	BOWLING GREEN.
Duncan	Barr
Secombe	Brown
Stanley	Keith
Blake..... 17	Punchoon..... 17

CRAIGENGOWER.	BOWLING GREEN.
Rose	Stoeham
Ellis	Duncan
Wright	Atkinson
Pitt..... 16	Russell..... 20

The following were the winners of spoons on the scratch rinks:—
Langley, Nicholls, Oxberry and Jack; Gourlay, McLaggan, Hunter and Harvey; Gardiner, Hyde, Pathiejohn and Watt.

THE OLYMPIAD.

INDIAN RUNNERS TO COMPETE.

It is hoped to have Hongkong strongly represented at the forthcoming Olympiad Games in Shanghai this month. With this in view, it has been proposed to send Rahmin (winner of the 100 yards Championship), B.A. Hyder (winner of the half and one mile Championships) and Karim Bux (winner of yesterday's Marathon), to the Northern Settlement to compete in the above events. All those interested and willing to contribute towards the expenses of the project, should communicate with Mr. E. C. Wiltchell, Hon. Sec. of the V.R.C., who would be pleased to receive donations.

CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Storekeepers.

LANE, CRAWFORD & CO.

SPORTS DEPT.

WE

HAVE JUST RECEIVED LARGE STOCKS OF

CROQUET,

ROULETTE TABLES.

TENNIS,

BADMINTON

&

GOLF GEAR.

PING-PONG SETS.

BY THE LEADING BRITISH MAKERS.

TAYLOR'S LAWN BOWLS.

NEW MUSIC

TELL ME LITTLE GIPSY MARGIE

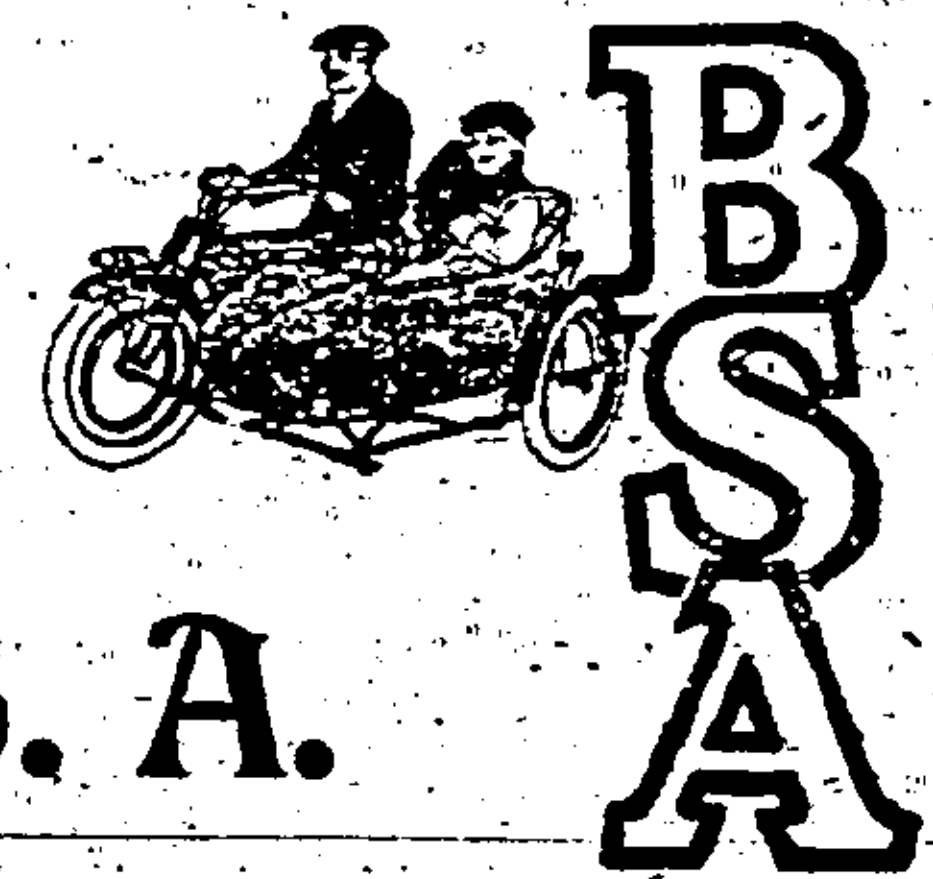
JAPANESE SANDMAN

AVARON

THE LOVE NEST

AT

ANDERSON'S



B. S. A. MOTOR BICYCLES

For Solo and Sidecar.

Whether living in town or country you will appreciate the usefulness of a B.S.A. Motor Bicycle (for solo and sidecar). Its great reliability, and economy, combined with the special advantages of the B.S.A. Countershaft Three-Speed Gear, have made the B.S.A. one of the most popular combinations for either long or short journeys.

Catalogue free on request

B.S.A. CYCLES LIMITED, BIRMINGHAM.

Sole Agents:—

WALTER FORD & COMPANY, 8, Queen's Road Central.

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

8, QUEEN'S ROAD, CENTRAL, HONGKONG.

Tel. No. 123.

Attention! CHICKEN EXPERTS

Did You Ever See A Hen Lay a Hand Grenade?

In this advertisement you will see a picture drawn by a boy who has just completed a course in a Correspondence art school. This chicken laid that egg. It exploded.

THIS HAPPENS IN

"A TWILIGHT BABY"

A Henry Lehrman Comedy

At the **Coronet Theatre**

ALL THIS WEEK.

How Can We Make The World Safe For Chickens?

A Distinct Comedy Creation, unlike anything you have ever seen before, and of highest class.



FOR TIMES AND OTHER PARTICULARS SEE PAGE 10.

SHIPPING

HONGKONG CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailing:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—
To Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Co., Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

"BOWEN CASTLE" Sailing on or about 15th May.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted at this port on through Bills of Lading.

FOR BRINDISI, VENICE AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.

"PERSIA" Sailing on or about 15th May.

FOR SHANGHAI.

"NIPPON" Sailing on or about 14th May.

Passenger Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU—Saturday, 14th May.

BUENOS AIRES—Rica—direct, Santos, Montevideo, Durban & Cape Town via Singapore.

CHICAGO MARU—Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

GANGES MARU—Saturday, 30th April.

DELHI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

SEIKEN MARU—Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU—Thursday, 26th May.

NEW YORK—Via SUEZ—Tuesday, 31st May.

NEW ORLEANS—Via SUEZ—Tuesday, 31st May.

JAPAN PORTS—Shanghai, Yokohama, Kobe and Yokohama.

RESUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. Wharf near the Harbour Office.

KALIO MARU—Sunday, 1st May.

TAKAO VIA SWATOW AND AMOY.

SOBU MARU—Thursday, 4th May.

For sailing dates and further particulars please apply to—

Y. FASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

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SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW & BANGKOK

AMOI, SHANGHAI & PUKOW

SHANGHAI AND TIENTSIN

BOHAI, PAKHOI & HAIPHONG

AMOI, SHANGHAI AND PUKOW

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO.

Saloon accommodation, electric light, food, drink, and other comforts.

Regular schedule service between Canton, Hongkong, Shanghai, and Tientsin.

Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

FOR MANILA.

S.S. "WENATCHEE" Sailing May 2nd

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai, Kobe, Yokohama.

S.S. "CROSSKEYS" (Freight only) April 15th May 1st

S.S. "WENATCHEE" (Freight only) May 14th June 2nd

S.S. "EDMORE" (Freight only) May 24th July 10th

S.S. "EDBRIDGE" (Freight only) June 20th July 28th

S.S. "WENATCHEE" (Freight only) July 30th Aug. 16th

S.S. "KEYSTONE STATE" (Freight only) Aug. 12th Sept. 2nd

FOR PORTLAND DIRECT.

Calling Kobe, Yokohama.

S.S. "MONTAGUE" (Freight only) April 29th June 4th

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Kobe and Yokohama).

(Calling at Shanghai, Kobe and Yokohama).

"EDMORE" About May 24th

For MANILA.

About May 2nd.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

(Calling at Shanghai, Kobe and Yokohama).

"ABERCO" About June 2nd.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

Operating the following U.S. Shipping Board Steamers

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SHIPPING

C. P. O.

HONGKONG TO VANCOUVER

(Via Shanghai, Nagasaki, Kobe & Yokohama).

SAILINGS

Empress of Japan May 17 June 7

Empress of Asia May 26 June 15

Empress of Russia June 14 July 8

Empress of Japan June 23 July 11

Empress of Asia July 1 July 28

Empress of Russia July 21 Aug. 5

Empress of Japan Aug. 23 Sept. 16

Empress of Asia Aug. 16 Sept. 3

Empress of Russia Sept. 28 Oct. 11

Empress of Japan Oct. 15 Oct. 31

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X-RAYS MARTYR

DANGERS OF THE NEW TUBES

Dr. Ironside Bruce, radiologist to Charing Cross Hospital and one of the most brilliant of radiological scientists, died, aged 44. He sacrificed his own life in his zeal to help others.

When the new X-rays tubes of higher penetrating power were introduced, Dr. Bruce was one of the first to obtain them. He believed that they would greatly increase the usefulness of the X-rays, particularly in the treatment of malignant growths and blood diseases. His belief was to a great extent confirmed, but the protective measures devised for the older tubes are apparently inadequate for the newer type, and Dr. Bruce became a martyr to his own research.

He became ill in January, but the nature of the disease—the destruction of the blood caused by frequent exposure to the rays which the tubes emit—was not ascribed till a few weeks ago, and although great efforts were made to save his life, including a transfusion of blood, they were unsuccessful.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

May 4—B. F. Kiang.

5—P. & O. Knight Companion.

14—B. F. Kiang.

24—B. F. Kiang.

June 4—B. F. Kiang.

10—P. & O. Knight Companion.

24—B. F. Kiang.

July 4—B. F. Kiang.

8—B. F. Kiang.

11—B. F. Kiang.

Aug. 22—B. F. Kiang.

FROM MANILA.

May 2—N. Y. K. Hakata Maru.

4—J. O. L. Tjibouda.

12—B. F. Kiang.

17—B. F. Kiang.

22—B. F. Kiang.

23—B. F. Kiang.

25—B. F. Kiang.

June 2—B. F. Kiang.

15—B. F. Kiang.

18—B. F. Kiang.

Aug. 4—P. & O. Knight Companion.

15—B. F. Kiang.

Oct. 10—B. F. Kiang.

FROM SAIGON.

May 3—C. P. O. Mathwa.

FROM MANILA.

May 8—J. O. L. Tjibouda.

8—J. O. L. Tjibouda.

12—J. O. L. Tjibouda.

FROM CALCUTTA.

May 8—B. F. Kiang.

10—N. Y. K. Kirin Maru.

FROM SYDNEY AND MELBOURNE.

May 5—B. F. Kiang.

FROM SHANGHAI.

May 8—B. F. Kiang.

12—B. F. Kiang.

15—B. F. Kiang.

24—B. F. Kiang.

June 17—B. F. Kiang.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,378	10th May	Singapore, Colombo & Bombay.
"MAGAYA"	7,000	13th May	Malacca, London & A'warp.
"FLASSY"	7,346	11th June	Malacca, London & A'warp.
"DEITA"	8,000	25th June	Malacca, London & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	9th May	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	8th May	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"ST. ALBANS"	5,000	25th May	Sandakan.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	5,000	7th May	Japan direct.
"ARRATON APCAR"	4,600	10th May	Japan via Shanghai.
"FLASSY"	7,346	25th May	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Class Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cargoes are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and other, apply to
MACKINNON, MACKENZIE & CO.,
2, Des Voeux Road Central, HONGKONG. Agents.

H. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandler Articles.
Telephone No. 1116. 25, Wing Woe Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA OR VANCOUVER via Manila,
Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific and Chicago, Milwaukee & St. Paul Railways.

STUWA MARU (Omit Manila) ... Friday, 8th May, at 11 a.m.
FURUTSU MARU (Omit Manila) ... Tuesday, 11th May, at 11 a.m.
KATSUMI MARU (Omit Manila) ... Friday, 17th May, at 11 a.m.
KASHIMA MARU (Omit Manila) ... Tuesday, 15th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

KAMO MARU ... Friday, 13th May, at 11 a.m.
ITO MARU ... Friday, 27th May, at 11 a.m.
ASUTSU MARU ... Friday, 10th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM
MATSUYE MARU ... Friday, 20th April.

LIVERPOOL & Marseilles via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Monday, 23rd May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Sunday, 8th May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

AWA MARU ... Saturday, 21st May.

BOMBAY & COLOMBO via Singapore.

HAIRATA MARU ... Wednesday, 4th May.

TATSUMI MARU ... Sunday, 22nd May.

CALCUTTA & RANGOON via Singapore & Penang.

TCSA MARU ... Sunday, 8th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHANGHAI MARU ... Saturday, 7th May.

KIRIN MARU ... Wednesday, 11th May.

SHIZUKA MARU ... Friday, 13th May, at 11 a.m.

For further information apply to
NIPPON YUSEN KAISHA
K. YASUDA, Manager.

Telephone No. 222.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE

CHINA COAST, ETC.

SWATOW.

May	S. S.	From Hongkong (about)	Destination
3	"C. N."	10th May	Kanchow.
5	"I.C.S.N."	13th May	Kwangtung.
7	"I.C.S.N."	16th May	Hailong.
9	"I.C.S.N."	19th May	Taipei.
11	"O. S. K."	22nd May	Shanghai.
13	"I.C.S.N."	25th May	Chongking.
15	"D. L."	28th May	Hailong.

AMOI.

May	S. S.	From Hongkong (about)	Destination
3	"D. L."	10th May	Hailong.
5	"O. S. K."	13th May	Shanghai.
7	"D. L."	16th May	Hailong.
9	"C. N."	19th May	Shanghai.

FOOCHOW.

May	S. S.	From Hongkong (about)	Destination
3	"D. L."	10th May	Hailong.
5	"D. L."	13th May	Hailong.

SHANGHAI.

May	S. S.	From Hongkong (about)	Destination
3	"J.C.J.L."	10th May	Taipei.
5	"C. N."	13th May	Sinkiang.
7	"I.C.S.N."	16th May	Kwangtung.
9	"B. F."	19th May	Hector.
11	"C. N."	22nd May	Sinkiang.
13	"I.C.S.N."	25th May	Chongking.
15	"C. N."	28th May	Shanghai.
17	"J.C.J.L."	31st May	Taipei.
19	"L. T."	3rd June	Nippon.
21	"B. F."	6th June	Anchorage.
23	"M. M."	9th June	Paul Leat.
25	"P. & O."	12th June	Delta.

TIENTSIN.

May	S. S.	From Hongkong (about)	Destination
5	"I.C.S.N."	10th May	Chongking.

TSINGTAO.

May	S. S.	From Hongkong (about)	Destination
5	"I.C.S.N."	10th May	Chongking.
7	"C. N."	13th May	Yingchow.

TAKAO.

May	S. S.	From Hongkong (about)	Destination
5	"O. S. K."	10th May	Shanghai.

PUKOW.

May	S. S.	From Hongkong (about)	Destination
3	"C. N."	10th May	Shanghai.
10	"C. N."	17th May	Shanghai.

HAIPHONG AND HOIHOW.

May	S. S.	From Hongkong (about)	Destination
4	"I.C.S.N."	10th May	Lokang.
8	"C. N."	14th May	Kaifong.

SAIGON.

May	S. S.	From Hongkong (about)	Destination
10	"M. M."	10th May	Amoy.
18	"A. L."	18th May	Lake Onawa.

BANGKOK.

May	S. S.	From Hongkong (about)	Destination
3	"C. N."	10th May	Kanchow.
3	"I.C.S.N."	10th May	Teopso.

SINGAPORE.

May	S. S.	From Hongkong (about)	Destination
12	"A. L."	12th May	Lake Onawa.
21	"J.C.J.L."	21st May	Taipei.
28	"C. M."	28th May	Nile.
28	"C. M."	28th May	China.

PHILIPPINE ISLANDS, ETC.

MANILA.

May	S. S.	From Hongkong (about)	Destination
3	"A. L."	10th May	Wanchow.
6	"I.C.S.N."	13th May	Yungang.
22	"A. L."	22nd May	Aberdeen.
June 4	"C. M."	4th June	Nanking.

JAVA PORTS, ETC.

May	S. S.	From Hongkong (about)	Destination
3	"J.C.J.L."	10th May	Taipei.
5	"Y. P. M."	13th May	Van Cloon.
10	"N. Y. K."	16th May	Macassar Maru.
13	"J.C.J.L."	19th May	Tjondari.
19	"A. L."	22nd May	Lake Onawa.
21	"J.C.J.L."	25th May	Tjondari.

CELEBES, ETC.

CALCUTTA.

(Via Rangoon).

May	S. S.	From Hongkong (about)	Destination
3	"I.C.S.N."	10th May	Yaching.
8	"B. F."	13th May	Takada.
15	"N. Y. K."	16th May	Tomo Maru.
21	"B. F."	19th May	Japan.
30	"B. F."	26th May	Aratooon Apar.

BOMBAY AND COLOMBO.

May	S. S.	From Hongkong (about)	Destination
3	"Y. P. M."	10th May	Hubata Maru.
10	"E. & O."	13th May	Dhava.
22	"N. Y. K."	22nd May	Tajima Maru.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

May	S. S.	From Hongkong (about)	Destination
3	"C. A."	10th May	Victoria.
12	"E. & A."	13th May	Kanowna.
19	"C. A."	16th May	North Ping.
22	"Y. P. K."	19th May	AEI Maru.
25	"E. & A."	22nd May	St. Albans.
June 1	"N. Y. K."	25th May	Tango Maru.

JAPAN PORTS.

May	S. S.	From Hongkong (about)	Destination
5	"Nanyo Y. K."	10th May	Strang Maru.
7	"E. & A."	13th May	St. Albans.
12	"N. Y. K."	16th May	Penang Maru.
15	"N. Y. K."	19th May	Amatooon Apar.
17	"N. Y. K."	22nd May	Kirin Maru.
18	"N. Y. K."	22nd May	Shidzuka Maru.
16	"D. & C."	19th May	Nippon.
14	"B. F."	16th May	Macassar.
17	"B. F."	19th May	Belleophon.
21	"J.C.J.L."	25th May	Tjondari.
22	"N. Y. K."	25th May	Tango Maru.
24	"B. F."	27th May	Abies.
25	"P. & O."	28th May	Plasy.
31	"B. F."	31st May	Devotion.
June 12	"B. F."	12th June	Mentor.
19	"B. F."	19th June	Vantage.
23	"P. & O."	23rd June	Syria.
July 6	"P. & O."	6th July	Kalyan.
6	"B. F."	6th July	Irion.
19	"P. & O."	19th July	Kashmir.
Aug. 2	"P. & O."	2nd Aug.	Khyber.

AMERICAN PORTS.

VANCOUVER.

May	S. S.	From Hongkong (about)	Destination
10	"C. P. O. S."	10th May	Empress of Japan.
16	"D. L."	16th May	Marille Dollar.
25	"S. & D."	25th May	West Lion.
June 26	"C. P. O. S."	26th June	Empress of Asia.
Aug. 18	"C. P. O. S."	18th Aug.	Empress of Russia.
23	"C. P. O. S."	23rd Aug.	Monteagle.
Sept. 20	"C. P. O. S."	20th Sept.	Empress of Japan.

VICTORIA.

May	S. S.	From Hongkong (about)	Destination
14	"A. L."	14th May	Wanchow.
31	"N. Y. K."	31st May	Fushimi Maru.

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ALCOE	June	Rotterdam & Hamburg	2nd June.
ALCHISA	July	Amsterdam & Hamburg	20th July.

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NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

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"LIMA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharves and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 5th May, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, April 28, 1921.

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ATHLETIC SPORTS.

VICTORIA RECREATION CLUB.

INDIAN WINS MARATHON.

On the Hongkong Football Club ground on Saturday, a large gathering spent a very enjoyable afternoon when the nineteenth annual athletic sports meeting of the Victoria Recreation Club was held with marked success. Soon after 1 p.m., the time the sports were scheduled to begin, people began to arrive in large numbers, and by 1.30, the accommodation in the Grand Stand, admission to which was \$1, was fully taxed. The afternoon was rather warm, but this did not count with the competitors who keenly contested every event on the programme. Great enthusiasm prevailed throughout the afternoon, and interest never flagged, the spectators being kept amused between the events by the clever antics of a clown assisted by a boy masquerading as a girl. The Band of the Hongkong Theatre under the conductorship of Professor F. Gonzales also contributed much to the afternoon's enjoyment.

The principal events were, of course, the Marathon and the mile race. Both were closely contested.

The Marathon started at the Shaukiwan Police Station at 4.24 p.m. Not fewer than 26 competitors, of whom the majority were Indians, faced the starter. Pte. Conduit, B. A. Hyder and Hav. Rur Singh who entered for the event did not start. Pte. Conduit, ran in Conduit's place. Several Indians assumed the lead immediately, and keeping a steady even pace, led the pack. The Europeans were close on their heels for a good distance, but soon the pace began to tell on them and gradually but steadily they lost ground. Never once changing their speed, the Indians jogged along until they came to Jardine's garden when the pace was considerably increased and a strenuous struggle between them resulted in Karim Bux taking the lead with Taram Singh following him closely. Karim Bux made a very fine finish, completing the course in 32 minutes. A. V. Derbyshire, the only European to finish in the first dozen, showed much grit throughout the race and fully deserved the applause which greeted him when he entered the ring. Only four prizes were awarded and they were all carried off by the Indians.

The Mile Race also provided much excitement. Hyder and Mair took the lead immediately from the start. With Hyder slightly in front the race soon developed into a struggle between the two. Hyder did the first three laps in 1 min. 6 sec. 2 min. 23 sec., and 3 min. 38 sec. When they came to the 220 yards mark in the last lap, Mair spurred beautifully, and passing the leader ran strongly. Entering the home stretch, Hyder challenged him. Mair tried hard to reply, but could not keep pace with the Indian who won a well contested race in great style. G. V. Ramsey was third some distance behind Mair.

The three miles bicycle race also developed into an interesting event which provided a lot of excitement in the last two laps. F. X. Gomes who was the scratch man in the absence of A. Ignatieff, proved himself a good cyclist by winning the event from Sgt. Rooney, who had kept good lead to the last lap when he lost the race by only two-fifths of a second.

A regrettable accident occurred in the ladies' bicycle race when the two Young sisters, the favourites, collided through keeping too close together. One of the girls was injured but fortunately not seriously. The race was won in good style by Miss C. Smith. Miss G. Smith was a good second.

The cups and other awards were presented afterwards by Mrs. Severn. The Acting-Chairman of the V.R.C. (Mr. W. Logan) thanked the donors of prizes, and those who had helped to make the day a success.

In acknowledging a round of cheers for Mrs. Severn, H. E. the Officer Administering the Government, Dr. Claud Severn, C.M.G., and H.E. Major-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I.

Acting Chairman and Referee—Mr. W. Logan.
Judges—Col. Loring, C.M.G., D.S.O., Major Timmins, Mr. Silvanetto, Lieut. Meriman (H. M. S. Tamar), Mr. Wm. Farmer, Mr. R. H. B. Mitchell, Mr. F. Lammer, Mr. J. H. N. Mody, Dr. Forsyth, Mr. J. Rodger, Mr. A. McKirdy, Capt. Davies, M.C., Bro. Alfonso, Mr. R. J. Wilton, and Lieut. Doddington.

Clerks of the Course—Q.M.S. Alderton, Mr. E. T. Crocker, Mr. M. F. Baptista, Mr. R. Nazarin, Mr. W. P. Seath and Lieut. Hannam.

Starters—Mr. J. McCubbin and Dr. F. H. Kew.

Time-keepers—Mr. A. A. Alves, Master Gr. May, R.G.A., Mr. T. Meek and Mr. A. E. Alves.

Hon. Secretary—Mr. R. C. Wittell.

THE RESULTS.

The results were as follows:—
Long Jump (three tries): 1, L-Cpl. Amor; 2, Chan Chun Sang. Distance, 18 ft. 8 in.

Throwing the Cricket Ball (three tries): 1, B. E. Icasiano. Distance, 93 ft. 6 in.

100 Yards Handicap, Boys 6-10: 1, J. N. Dillon.

High Jump (three tries): 1, L-Cpl. Amor; 2, L-Cpl. Norman. Height, 5 ft. 3 in.

One Mile Championship (Tramway Cup): 1, B. A. Hyder; 2, A. Mair. Time, 4.55.9-6.

One Mile Bicycle Championship: 1, F. X. Gomes; 2, A. Ignatieff. Time, 3.24.

100 Yards Handicap (Girls' Race): 1, M. Dillon; 2, Elyllus Hunt.

"STABB STREET"

Lloyd's Weekly (Shanghai) said: "Monuments to the dead are not of much use to the dead. A man who earns a tribute, and deserves it, should be paid what a community owes while he is alive. I am glad to note the fact that an anonymous contributor has stated that it would be a 'graceful' and 'an appropriate' act to change the name of Wardley Street to Stabb Street, in honour of the popular Bank Manager recently 'honoured' by our King with a 'knighthood.' Really Hongkong is beginning to think in the right way, and at the right moment. Honour the living, particularly a man honoured by his King, and honour ourselves at the same time. May the Colony have its Stabb Street before long and for ever."

Wardley Street is the little street that runs between the theatre and the bank. Our northern contemporary is hardly correct in describing the writer of the letter in the China Mail as "anonymous," because locally the initials J.E.N.M. are well known. They represented modesty rather than anonymity.

OBITUARY.

INSPECTOR H. F. PEARSON.

Deep regret will be felt at the news of the death of sea on April 18 of Inspector Herbert Frank Pearson of the Hongkong Sanitary Department. Sailing for Australia by the a.s. "Eastern" in order to enjoy a six months vacation the late Inspector was taken seriously ill shortly afterwards and died when the vessel had been four days out at sea.

Born in the year 1880 the deceased was appointed a temporary Inspector in the Sanitary Department in February, 1904 his permanent appointment as third class inspector following a few months later. In 1915 he was promoted to the rank of Sanitary Inspector, Second class. Popular amongst his colleagues, the late Inspector won the esteem of all who came into contact with him and the deepest sympathy will be extended to his widow and two children who were accompanying him to Australia.

120 Yards Hurdles Race: 1, Lam Yuk Ying; 2, S.A. M. Sopher. Time, 18-5-5 sec.

Tug of War (Indian Regts.) Original event withdrawn, owing to illness amongst the Punjabis, H.K.S. R.G.A. improvised teams.

40 Yards Handicap: 1, D. Laing. Time, 1.1 9-5 sec.

100 Yards Championship (Challenge Cup): 1, A. Rahmin; 2, R. M. Omar.

40 Yards Handicap (Boys 10-16): 1, J. Maher; 2, N. B. Kitchell. Time, 1.5 2-5 sec.

Half Mile Handicap: 1, B. A. Hyder; 2, S. Pemberton. Time, 2.11-4-5.

40 Yards Challenge Cup: 1, A. B. Hyder; 2, Capt. P. H. Davies, m.c.

200 Yards Handicap: 1, J. Watson; 2, S. Pemberton.

100 Yards Handicap (Girls 10-16): 1, Annie Dillon; 2, Ruby Chue.

220 Yards (Open to Sailors, Soldiers and Police in Uniform): 1, J. Watson; 2, S. Pemberton.

Tug of War (R.G.A. v. 2nd Wiltz): Winners, R.G.A. Last year's winners, 2nd Wiltz.

Marathon Race: 1, Karim Bux; 2, G. Taram Singh; 3, Lal Khan; 4, Amrik Singh. Time, 32 minutes.

220 Yards Handicap: 1, J. Watson; 2, S. Pemberton.

100 Yards Handicap (Members): 1, C. H. Blake; 2, D. D. Urquhart.

Sack Race 100 Yards: 1, F. Waldern.

Three Miles Bicycle Race Handicap: 1, R. X. Gomes; 2, Sgt. Rooney. Time 10.45-5-5.

Consolation Race: 1, S. A. Rum-jahn; 2, W. Baker. Time, 11-1-5-5.

440 Yards Relay Race: 1, United Athletic Club; 2, St. Joseph's College. Time, 7.48-4-5.

Obstacle Race: 1, P. C. Meen; 2, L-Cpl. Britten; 3, F. Waldern.

Boys' Race Handicap (6-10): 1, E. Souza; 2, G. Souza; 3, Haroon.

One Mile Flat Race: 1, J. D. Ramsey.

THE QUEST OF MOHAMMED'S SACRED SLIPPER SERIES.

VII.—THE POOL OF DEATH.

BY ALICE ROHMER.

(Continued from Saturday.)

(COPYRIGHT, 1917.)

In which the Duke's disappearance and the beautiful "Girl of the Violet Eyes" make an appeal. Ever closer draw the sinister lines of Oriental machination as Mr. Rohmer's great series progresses.

Quitting the way-side station, and walking down a short-jane, we came out upon Watling Street, white and dusty beneath the afternoon sun. We were less than an hour's train journey from London, but found ourselves amidst the Kentish hop-gardens, amid a rural peace unbroken. My companion carried a camera case slung across her shoulder, but its contents were less innocent than one might have supposed. In fact, it contained a neat set of those instruments of the burglar's art, with the use of which she appeared to be quite familiar.

"There is an inn," she said, "about a mile ahead, where we can obtain some vital information. He last wrote to me from there."

No word passed between us, then, until upon rounding a bend and passing a cluster of picturesque cottages the yard of the Vinepole came into view.

"Do they know you by sight here?" I asked abruptly.

"No, of course not; we never made strategic mistakes of that kind. If we have tea here, no doubt we can learn all we require."

I entered the little parlour of the inn and suggested that tea should be served in the pretty garden which opened out of it upon the right.

The host, who himself laid the table, viewed the camera case, critically.

"We get a lot of photographers down here," he remarked, tentatively.

"No doubt," said my companion; "there is some very pretty scenery in the neighbourhood."

"The landlord leaned his hands upon the table.

"There was a gentleman here on Wednesday last," he said, "an old gentleman who had met with an accident, and was staying somewhere hereabouts, for his health. But he'd got his camera with him, and it was wonderful the way he could use it, considering he hadn't got the use of his right hand."

"He must have been a very keen photographer," I said, glancing at the girl beside me.

"He took three or four pictures of the Vinepole," replied the landlord (which I doubted, since probably his camera was a dummy); "and he wanted to know if there were any other old houses in the neighbourhood. I told him he ought to take Cadham Hall, and he said he had heard that the Gate House; which is about a mile from here, was one of the oldest buildings about."

"Would there be time for me to photograph the Gate House before dusk?" Carneta asked casually.

"There might be time," was the reply, "but that's not the difficulty. Mr. Isaacs is the difficulty."

"Who is Mr. Isaacs?" I asked.

"He's the Jewish gentleman who bought the Gate House recently. Lots of money he's got and a big motor car. He's up and down to London almost every day in the week; but he won't let anybody take photographs of the house."

"But I thought," said Carneta, innocently, "you said the old gentleman who was here on Wednesday went to take some?"

"He went, yes, miss; but I don't know if he succeeded."

"I should walk right up to the house and ask permission. Is Mr. Isaacs at home, I wonder?"

"I couldn't say. He hasn't passed this way to-day."

"We might meet him on the way," said I. "What is he like?"

"A Jewish gentleman, sir, very dark, with a white beard. Wears gold glasses. Keeps himself very much to himself. I don't know anything about his household; none of them ever come here."

Carneta inquired the direction of Cadham Hall and of the Gate House, and we started out.

I found something very stimulating in the reflection that, notwithstanding the expedition might be, it promised to bring me to that secret stronghold of devility where the sinister Hessian of Aleppo had so successfully concealed himself.

I knew that Scotland Yard had failed to locate the hiding place of the remarkable and evil man. It was a novel sensation to know that, aided by this beautiful accomplice of a rogue, I had succeeded where the experts had failed.

We proceeded on our way in almost unbroken silence, and, without meeting any wayfarer, save for a couple of farm hands, up to the time that we reached the brow of the hill and had our first sight of the Gate House lying in a little valley beneath.

I glanced at Carneta. Her violet eyes were burning feverishly, but her lips twitched in a bravely pitiful way.

The eminence upon which we were commanded an extensive prospect, and eastward showed a tower and Bagin which marked the site of Cadham Hall. There were homeward-bound labourers to be seen in the lanes now, and where Watling Street lay like a white ribbon across the verdant carpet moved an insect shape, speedily.

It was a car, and I watched it with vague interest. At a point where a dense copse spread down to the roadway and a lane crossed west to east, the car became invisible. Then I saw it again, nearer to us and nearer to the Gate House. "Finally it disappeared among the trees."

I turned to Carneta. "She, too, had been watching."

"Mr. Isaacs!" she cried; and her voice was less musical than usual. "His chauffeur, who learnt his business in Cairo, is probably the only one of his servants who remains in England."

"What?" I began—and said no more.

Where the road upon which we stood wound down into the valley and lost itself amid the trees surrounding the Gate House the car suddenly appeared again, and began to mount the slope toward us.

"Heavens!" whispered Carneta. "He may have seen us—with glasses! Quick! Let us walk back until the hill-top conceals us; then we must hide ourselves!"

I shared her excitement. Without a moment's hesitation we both turned and retraced our steps. Twenty paces brought us to a spot where a stack of mangelwurzel stood at the roadside.

We ran around into the field and crouched where we could peer out on the road without ourselves being seen. Nor had we taken up this position a moment too soon.

Topping the slope came a light-weight electric, driven by a man who, in his spruce uniform, might have passed as a game warden for a very dapper European. The car had a limousine back, and as the chauffeur showed down, out from the open windows, right and left, peered the solitary occupant.

He had the cast of countenance which is associated with the best type of Jew, with clear-cut features, features wholly destitute of grossness. His white beard was patriarchal and he wore a gold-rimmed pince-nez and a glossy silk hat.

I scarcely breathed until the car was past; and, beside me, my companion, crouching on the ground, was trembling wildly. Fifty yards toward the village, Mr. Isaacs evidently directed the man to return.

The car was put about and flashed past us at high speed down into the valley. I held out my hand to Carneta and she rose, pale, but with blazing eyes, and picked up her camera case.

"If he had detected us everything would have been lost!" she whispered.

"Not everything!" I replied grimly—and showed her the revolver which I had held in my hand while those eagle eyes had been seeking us.

"If he had made a sign to show us he had seen us, in fact if he had once offered a safe mark by leaning from the car, I should have shot him dead without hesitation!"

"We must not show ourselves again, but wait for dusk. He must have seen us, then, on the hilltop; but I hope without recognizing us. He has the sight and instincts of a vulture!"

I nodded, slipping the revolver into my pocket; but I wondered if I should not have been better advised to have risked a shot at the moment that I had recognized "Mr. Isaacs" for Hessian of Aleppo.

From sunset to dusk I lurked about the neighbourhood of the Gate House with my beautiful accomplice—watching and waiting; a man bound upon stranger business, I dare swear, than any other in the county of Kent that night.

When finally we made our way along the narrow footpath skirting the west of the grounds, the night was silent—most strangely silent.

(To be continued.)

DAIRY FARM NEWS.

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KANSU EARTHQUAKE.

DETAILS OF DISASTER.

OVER 200,000 PEOPLE PERISH.

Peking, April 22.—The first detailed report of the Kansu earthquake which on December 16 last rocked almost the entire Far East and continued for more than a month, is being brought to Peking by H. De Hayes and J. W. Hall who conducted an investigation on behalf of the United International Famine Relief Society.

Whole mountains have collapsed and buried villages, the loose mountain soil spreading in each case over many square li. Mountain streams have been dammed by the landslides and the backed up water is now soaking through the bases of the hills and threatening further disaster.

With the added danger from spring rains other mountains and hills will collapse, farm lands will be flooded and homes destroyed. In one district near Chingning along the Lanchow Highway, sixteen mountains were practically levelled by the quake. The falling soil buried the cave dwellers and their animals and the destruction in some places was so great that there is now a marked scarcity of labourers. Even those who fled from the famine districts into Kansu are not sufficient in number to care for the work that is immediately necessary, the investigators say.

Mr. Hall and Mr. Hayes traversed the entire devastated district. They found desolation everywhere and people were working frantically but under no general plan to relieve their distress. Their efforts are described as pitifully inadequate.

Some of the best agricultural districts are buried under loose soil from five to fifty feet deep, the mountains spreading out and spreading over the plain like flowing water.

At present Chingning city is threatened with destruction by further slides and if they come, the valley below the city will be covered. Those areas already covered cannot be tilled for several years. Even if tilling were possible, there is now such a scarcity of men and animals that the usual crops cannot be put in.

At Suenchichow, the large city was spared, Mr. Hall writes, by an almost miraculous arrest of three slides. Three smaller villages were buried and farm houses were swept away and carried along on the crest of the avalanche. There are many areas affected in this way. One of these is the Hsichuan district where Ma the Moslem leader and hundreds of his braves were killed while at evening prayer.

ENGINEERING NEEDED. In all of these districts, the situation can be relieved by drainage, excavation and certain construction projects, the investigators say. They believe this is the only way of handling the situation. By paying a good wage, the people will be able to buy animals and shorten the duration of the hardship and at the same time prevent further and even wider damage.

The Kansu authorities, who at first opposed any kind of relief other than the distribution of money through the local officials, are now willing to have the money spent in a more constructive way and under the direct supervision of foreign and Chinese engineers of known reliability.

Mr. Hall said the officials were told that money was of little avail when it could not be used to good advantage. Farm animals might be bought but they could not be used with the country flooded.

A carefully worked excavation project will enable many of the people not only to survive the present trouble but will help protect the country against further damage.

As a national measure, the stricken province should be put into working condition, according to Mr. Hall and Mr. Hayes. The damaged area has an excellent soil, its people are thrifty and capable and, they believe they are deserving of all the aid that can be given to them. They insist, however, that the whole relief project be carefully supervised because of various political and provincial troubles that have been prevalent there. The labourers should be carefully selected so that the most deserving are employed.

WORK MUST BEGIN SOON. Unless work is begun soon, the dwellings cannot be put up before fall and the excavations will have to hold over and remain a constant menace to the whole district.

Scarcity of artisans is marked throughout the quake district. Most of these had fled, retired on the night of the first quake and were buried in the ruins of their homes.

Several plans have been proposed there by local officials and some foreigners, but the task is too large to be handled locally, the men believe. It is imperative now that the best field engineers available be sent there to make a survey of the proposed work and prepare for the excavating.

It is estimated that \$300,000 spent now in well supervised work will be of lasting benefit and will go far to relieve the situation.

Mr. Hall said Mr. Hayes are bringing back not only carefully prepared data that will be of interest to geologists and others but they are bringing also the first principal history of the quake which was the greatest in many years. It is estimated that more than 200,000 persons were killed.

It has been suggested in Peking that a series of lectures, illustrated by lantern slides be given in Peking and Tientsin.

CAUSE OF DESPONDENCY. DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when these troubles are taken care of. There is nothing stronger than the digestive and bowels. For sale by all Chemists and Druggists.

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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MAY DAY REVOLUTION.

New York, April 30th.
The police have raided the headquarters of the radicals, and arrested two persons and seized documents, which would probably lead to wholesale arrests throughout the country.
It is alleged that the raid was made in connection with plotting for a May Day revolution.

AMERICAN SHIPPING STRIKE.

WASHINGTON, April 30th.
The negotiations of the Shipping Board with the shipowners and marine workers regarding the reduction of wages have broken down, the employees refusing a reduction of 15 per cent.
The strike begins to-morrow at all American ports, except on the Lakes.

GERMAN REPARATION PROPOSALS.

London, April 30th.
Prior to the meeting of the Supreme Council, this afternoon, there were preliminary conversations between the Allied representatives in London, the chief topic being the British proposal that the Allies send a Note to Germany giving seven days in which to accept the demands. It is understood that the French insisted on immediate action.
Lord D'Abernon, the British Ambassador in Berlin, did not bring fresh German proposals as expected, but brought an explanation of the German Note that the offer of ten thousand millions of marks was a loan, not a gift. This did not make much impression. In the meantime, Berlin is abuzz with rumours, one of which that Herr von Simons had resigned was confirmed to-day, but Herr Egert declined the resignation, on the ground that the Cabinet favoured the continuance of negotiations with America.

London, April 30th.
After a sitting of four and a half hours, the Supreme Council was adjourned till 11 o'clock to-morrow morning.

London, May 1st.
Yesterday's Supreme Council meeting revealed divergent views. Italy supporting the British proposal for a short period of grace for Germany, and Belgium backing up France for immediate occupation of the Ruhr area.

The British viewpoint is that, pending the Reparations Commission has fixed Germany's liability at \$6,000,000,000 the conference should first decide how the liability is to be satisfied, and then give Germany an ultimatum to carry out the decision, because it is believed that they will accept a possibility that Germany may abandon her present attitude.

Despite Lord D'Abernon's explanations, the German offer is still considered by the Allies as unacceptable.

Public opinion is unanimous in considering the latest German offer as unacceptable, as it would shatter the Peace Treaty and leave France worse off than under the previous schemes.

The military occupation of the Ruhr district seems probable, but only after a complete understanding with the Allies. The Inter-Allied Reparations Commission has unanimously agreed at 132 billions marks, the amount of damages to be paid by Germany under Article 262 of the Peace Treaty.

BRITISH FLEET.

London, May 1st.
An important change is being made in the formation of the British Fleet. The first and second Battle Squadrons are being amalgamated. It will be the most powerful squadron afloat, comprising the *Bulwark*, the *Versaille*, the *Fulham*, the *Malaga*, the *Revenge*, the *Romulus*, the *Royal Oak* and the *Resolution*, which are the finest ships in the British Fleet.

NEW REGIME IN IRELAND.

London, May 1st.
The Daily Express has issued a proclamation calling on the Government of Ireland to order members of County Councils and other bodies to ostracise the elections for the proposed Irish Senate but to support popular elections under the Act.

MINERS' STRIKE.

London, May 1st.
The Cabinet Committee on Supply and Transport met on April 30th to consider measures for conserving fuel and light by a possible imposition of curfew and cutting off of gas and electricity at a certain hour in the evening. The Government is not willing to submit industry to further loss, hence it is taking a census of coal stocks before deciding on further drastic steps affecting travel and ordinary amenities of life, which the continuance of coal stoppage would necessitate. The withdrawal of all express trains, the closing of theatres, and the establishment of central bakeries in towns are among the measures discussed.
The Miners' Federation have appealed to the districts as regards the rejection of the terms. The Lancashire and Cheshire Federation, and the Nottingham and also the Forest of Dean, miners' union have endorsed the rejection.

London, May 1st.
The Government is now widely circulating posters in mining areas explaining the terms, but the leaders are emphatic that attempts to induce the men to break away from the Federation are doomed to failure. In the meanwhile, stoppage of trade grows more serious daily. Fresh industries are continually closing down, the most notable example being the closing down of 18 steel-works, by which 17 blast furnaces have been rendered idle in Lancashire, and 70,000 men have been deprived of their employment.

The break is now almost complete. The opinion that the Government are of the opinion that the next move must come from the miners. Hence, it appears that a further prolonged struggle is inevitable. Those knowing their miner insist that he is capable of almost incredible suffering, and will not endure it before yielding. Labour circles are confident that the miners can hold out until the beginning of June, and will do so, failing the concession of their demands.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

DUKE OF CONNAUGHT.

London, April 30th.
His Royal Highness the Duke of Connaught has arrived in London. He was welcomed by their Majesties the King and Queen.

COTTON FIRE.

Alexandria, April 30th.
The Janian Bank cotton store has been destroyed by fire, and fourteen thousand bales have been lost.

TENNIS.

London, May 1st.
In the tennis finals at Hammers, B. Norton (South Africa) beat Garden Lowe, 2/6, 6/3, 10/8.
Miss Ryan beat Miss Kemmishetty, 6/2, 6/2.
In the doubles, J. Wheatley (South Africa) and von Braun (Sweden) beat Gordon Lowe and Sir George Thomas, 6/3, 6/4.

CRICKET.

London, April 30th.
As the close of play, at Leicester, in glorious weather, before 8,000 spectators, Leicestershire had 138 runs.
McDonald took 5 wickets for 41.
The Australians made 243 runs for the loss of one wicket. Macartney made 140 unfinished in a masterly manner, and Bardsley 97 unfinished playing sound cricket.

EARL HAIG.

Canberra, May 1st.
Field-Marshal Earl Haig has departed for England, accompanied by Lady Haig, after a most successful tour of South Africa. Receptions throughout the country were marked with the greatest enthusiasm.

KNOX PEACE RESOLUTION.

Washington, May 1st.
The Senate has adopted by 49 votes to 21 the Knox Peace Resolution.

OBITUARY.

London, April 30th.
The death is announced of Admiral Sir Nathaniel Bowden-Smith, who took part in the China war of 1856.

FUTURE OF CHINA.

London, May 1st.
Mr. J. O. P. Bland's book, "China, Japan and Korea," takes a pessimistic view of the situation in China, and advocates bringing China under international tutelage, while preserving her sovereignty and dignity by maintaining all outward signs of independent authority. The Government and finance should be centralized, and ultimately the Government established upon the traditional principles of paternal despotism. In the meantime, Mr. Bland believes that an agreement between the Powers for the re-organization of China's finances and the reconstruction of her central Government upon a new basis of effective authority is not impossible. The success of the agreement will depend on the attitude of Japan, and involve the revision of the whole situation in the Far East.

The revision should entail not only the settlement of the Shantung question with the full recognition of China's unimpaird sovereignty throughout the province, but the abolition of all special interests in China which infringe, or diminish that sovereignty. The recognition of Japan's privileged position in Manchuria and Mongolia should be balanced by her consent to a new "square deal" all around.
Mr. Bland is of the opinion that it is possible Japan may agree to such a revision, and declares that the aggressive policy on the part of Japan must end, if there is to be any renewal of the Anglo-Japanese Alliance or any hope of peace in the Orient.

SPECIAL CHINESE ENVOY.

London, May 1st.
Chu Chi Chien has arrived in London. He was met at Victoria station by representatives of the Government, the Chinese Minister, members of the Legation and many members of the Chinese colony in London. He drove to Claridge Hotel, where he will stay a week. He presents an autograph letter from the President of China to His Majesty the King on May 2nd, and visits Oxford and Eton. He will be entertained by the Government.

DJAMBI OIL-FIELDS.

Washington, April 30th.
The State Department in a Note to the Netherlands Government on April 18th, referring to the conditions in the Djambi oil fields in the Dutch East Indies, said that the solution of the future of oil problems throughout the world lay in the application of the principle of equal opportunity for the nationals of all countries, and that responsible and experienced American interests are desirous to co-operate with the Dutch Government in oil development in that field.

JAPAN'S CROWN PRINCE.

Gibraltar, April 30th.
The Crown Prince of Japan arrived here this morning.
The town and shipping was beflagged. The Prince is in splendid health, and had a fine voyage from Malak.
The Governor gave a dinner to the Prince and his suite at Government House to-night. It was a brilliant function. The Prince was received by a guard of honour of the Royal Artillery. The band played the Japanese anthem, concluding with a flourish of bugles. The British and American Admirals were present. The Anglo-Japanese tonets were enthusiastically drunk. The dockyard, the tower of Government House and the warships were illuminated.

BANKS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL ... U.S. \$ 4,000,000
SURPLUS & UNDIVIDED PROFITS: ... U.S. \$ 1,489,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.
HEAD OFFICE FOR THE ORIENT: SHANGHAI.
BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, SHANGHAI, PEKING, SINGAPORE.
D. M. BIGGAR, Manager.

A COUP D'ETAT.

WORK OF ADVENTURERS.

VERY LITTLE BLOODSHED.

Vladivostok, April 10.—The chief local event of the last ten days was the attempted coup d'etat of March 30/31. This miserable affair was the work of a few adventurers from Harbin, assisted by a small section of the Grodokov group. The forces at the disposal of the Vladivostok administration were quite sufficient to quell the rising, and, thanks to the Japanese troops, very little bloodshed resulted.

In connection with this event, General Yachubans, Commanding the Japanese troops, informed Mr. Prokofeff, President of the Vladivostok National Assembly, that in the event of further disorders of this nature the Japanese would disarm both sides to maintain order. He further said that in his opinion such occurrences were due to the lack of a proper democratic system of government.

A GENERAL'S CRITICISMS.

Mr. Prokofeff then drew the General's attention to the various declarations which the Government has made as to its democratic intentions. The General, however, remarked that the declarations were one thing and the results in actual practice quite another. He also said that the proposal to dissolve the local National Assembly, if carried out, would be additional proof of lack of democratic intentions, and might compel the Japanese to consider the question of policing the district themselves in the interests of law and order.

The idea of the promoters of the rising was to draw the Kappel troops into the business, get them to do all the work, and profit by the results. In this, however, they were disappointed as the Kappelites refused to be drawn out.

The local Communists also did all possible to make it appear as though the Kappel troops were to blame for the disorder and make a number of quite unfounded arrests amongst them. The presence of the Japanese troops, however, prevented any acts of red terrorism.

The ignominious failure of the rising proved conclusively that the extreme reactionary elements have little chance of starting any more adventures, and their efforts in this direction merely tend to strengthen the position of the Communists.

EXCHANGE.

Hongkong, May 2, 1921.	
On London	101/1
Bank Wire	101/1
On Demand	101/1
30 days sight	101/1
4 months sight	101/1
Credit, 4 months sight	101/1
Documentary 4 months sight	101/1
On Paris	660
On demand	660
Credit, 4 months sight	660
On New York	491
On demand	491
Credit, 60 days sight	491
On Bombay	192
On demand	192
On Calcutta	192
On demand	192
On Shanghai	108 1/2
On demand	108 1/2
On Canton	108 1/2
On demand	108 1/2
On Yokohama	108 1/2
On demand	108 1/2
Gold, 100 fine (per 100)	48.80
Sovereigns (Bank's buying rate)	7.76
Silver (per 100)	24 1/2
SUBSIDIARY COINS.	
Hongkong 50 cents sub.	1/2
" 10 "	1/4
" 5 "	1/8
Canton coins	10 1/2
Silver in Hongkong	9 1/2
Chinese Copper Cash	2 1/2
Chinese Copper Cent	1/2
Rate of Native Interest	6 1/2
Chinese Sub. Coin	15 1/2
Hongkong Sub. Coin	15 1/2

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes	10
8.00 a.m. to 9.30 a.m. " " "	10
9.30 a.m. to 11.30 a.m. " " "	15
11.30 a.m. to 12.30 p.m. " " "	15
12.30 p.m. to 2.30 p.m. " " "	15
2.30 p.m. to 5.00 p.m. " " "	15
5.00 p.m. to 8.15 p.m. " " "	15
NIGHT CARS.	
8.30 p.m. to 9.30 p.m. every 30 minutes	15
9.30 p.m. to 11.30 p.m. every 30 minutes	15
SATURDAYS.	
7.30 a.m. to 10.30 a.m. every 15 minutes	10
10.30 a.m. to 11.30 a.m. " " "	15
11.30 a.m. to 12.30 p.m. " " "	15
12.30 p.m. to 1.00 p.m. " " "	10
1.00 p.m. to 5.30 p.m. " " "	15
5.30 p.m. to 6.00 p.m. " " "	10
6.00 p.m. to 8.30 p.m. " " "	15
8.30 p.m. to 8.10 p.m. " " "	15
NIGHT CARS as on Week days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not all ready full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made to Bank Notes or by Cheque or Cash order representing Bank Notes.
JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, MAY 2nd 1921.

OFFICIAL QUOTATIONS.

11 A.M.

Sterling Exchange 2/8 T. T.

BANKS.

Hongkong Bank ... 81 1/2

East Asia Bank ... 113 1/2

MAYNIE INSURANCE.

Canton Insurance ... 440 1/2

North China Insurance ... 713 1/2

Union Insurance ... 825 1/2

Yong Wah Insurance ... 825 1/2

Far East Insurance ... 825 1/2

FIRE INSURANCE.

China Fire Insurance ... 21 1/2

Hongkong Fire Insurance ... 825 1/2

SHIPPING.

Dongas ... 84 1/2

H. & W. Dock ... 82 1/2

Indo-China (Fr.) ... 82 1/2

Do. (D.V.) 255 b. L.R. ... 290 b. H.K.R.

Steel Transport ... 115 1/2

Star Ferries ... 82 1/2

REVENUE.

China Sugars ... 814 1/2

Malayan Sugars ... 855 1/2

MINEING.

Kailan Mining Adm. ... 101/1

Langkai ... 101/1

Shanghai Loans ... Comb. T18 1/2

Sui Exploitations ... 81 1/2

Rauhe ... 81 1/2

Trenck Mining ... 81 1/2

Ural Capital ... 139 1/2

DOCKS, WHARVES, GOVERNANCE.

H. & W. Dock ... 85 1/2

H. & W. Dock ... 82 1/2

Fiat Dock ... T 41 1/2

New Engineering ... T 41 1/2

LINES, HOTELS & BUILDINGS.

Central Hotel ... 142 1/2

Hongkong Hotel ... 117 1/2

Hongkong Hotels ... 118 1/2

Humphreys ... 111 1/2

Rowland Hotel ... 82 1/2

Yand Hotel ... 81 1/2

West Point ... 82 1/2

CORPORATIONS.

New Cotton Mills Ltd. ... T24 1/2

Kong Yik ... 82 1/2

Loan Kong Mow ... T17 1/2

Oriental ... T17 1/2

Shanghai Cotton ... T140 1/2

Yangtze Paper ... T140 1/2

MISCELLANEOUS.

Deposits ... 814 1/2

China Lights ... 814 1/2

China Lights ... 814 1/2

China Lights ... 814 1/2

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS ... \$2,500,000

SILVER ... \$21,500,000

RESERVE LIABILITY OF ... \$15,000,000

PROFITABLE ...

COURT OF DIRECTORS:

G. M. Edin, Esq., Chairman.

G. M. Edin, Esq., Deputy Chairman.

D. G. M. Edin, Esq., Hon. Mr. R. V. D. Part.

A. G. Gabbay, Esq., W. L. Patterson, Esq.

Hon. Mr. P. H. Ho, Esq., H. P. White, Esq.

Hon. Mr. A. G. Long.

(CHIEF MANAGER)

Hon. Mr. G. STEPHEN.

Manager: Hongkong & Shanghai Banking Corporation.

Assisting Manager: Hongkong & Shanghai Banking Corporation.

LONDON BRANCH: LONDON COUNTY WESTMINSTER & PAUL'S BANK, LTD.

CURRENT ACCOUNTS OPENED IN LOCAL CURRENCY.

Interest allowed on Current Accounts at 5 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

Hongkong, February 23, 1921.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the minimum monthly balances at 3 PER CENT. per annum.

For the Hongkong & Shanghai Banking Corporation, A. G. STEPHEN, Chief Manager.

Hongkong, May 14, 1916.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

SUBSCRIBED CAPITAL ... F. 150,000,000

PAID UP CAPITAL ... F. 75,000,000

RESERVE FUNDS ... F. 60,000,000

DEPOSITS ... F. 835,000,000

THE CHINESE GOVERNMENT OWNS ONE-THIRD OF THE CAPITAL.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Antwerp, Hongkong, Shanghai

Batavia, London, Singapore

Bordeaux, Lyon, Swatow

Canton, Marseille, Tientsin

Fochow, Moukden, Tientsin

Hankow, New York, Vladivostok

Hanoi, Peking, Yokohama

Haiphong, Saigon, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

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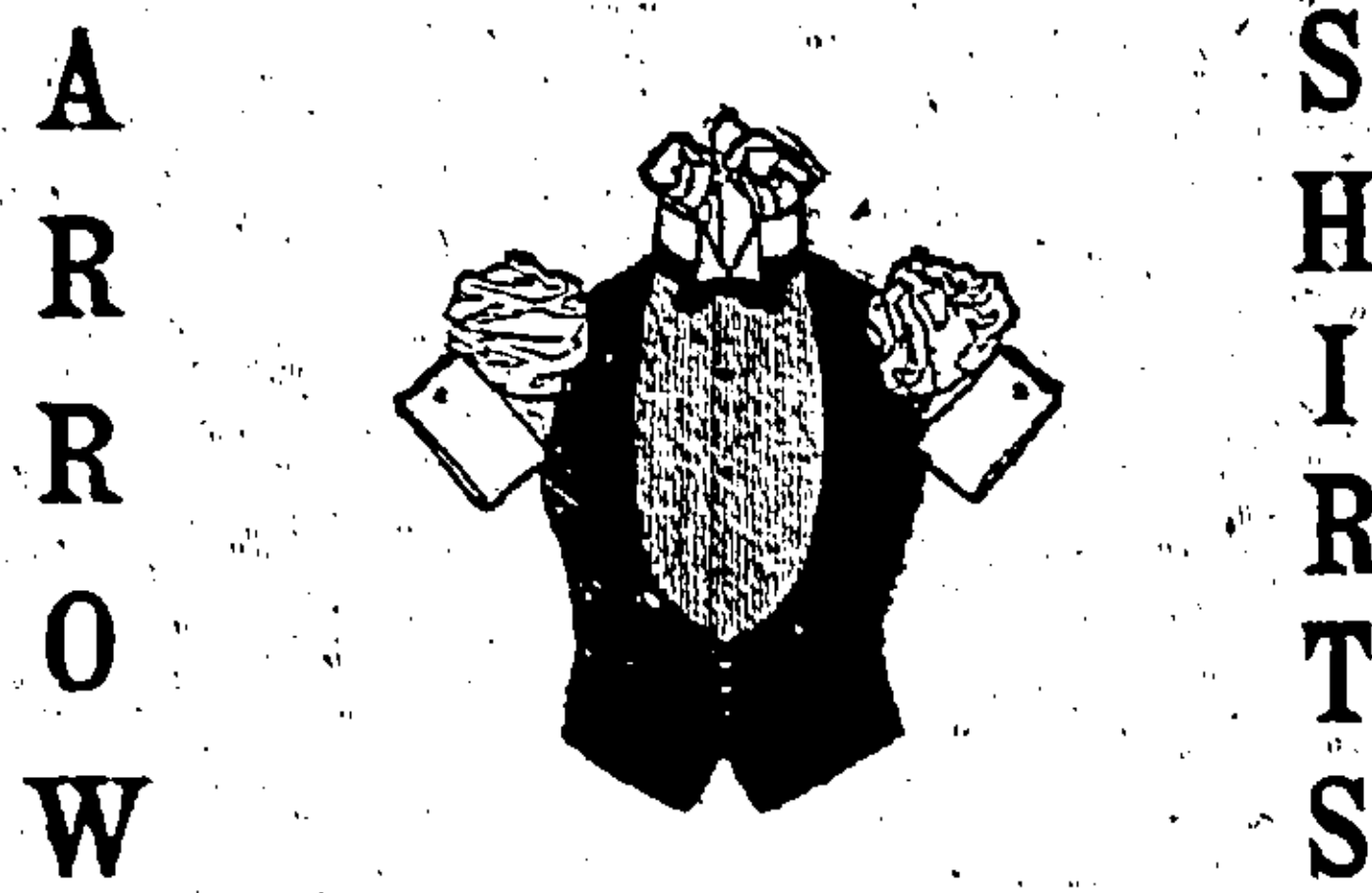
Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu

Hankow, Peking, Yunnanfu



TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

FRENCH INDO-CHINA.

NEW GOVERNMENT FLEET OF STEAMERS.

PARIS, April 29.

The steamer "Indo-China," the first unit of the French Indo-China Government fleet, left Marseilles for Saigon with a general cargo, notably engines. The steamer "Albert Sarraut" is now being built at Saigon as the second unit.

The "Indo-China" is to call at Beyrouth, Syria, to take on board a lot of the finest Arabian stallions the Government has bought for improving the Indo-Chinese breed.—Havas.

CHINA'S WATERWAYS.

FAST POSSIBILITIES.

Mr. A. H. Hallam, general manager of the Vacuum Oil Co., at Shanghai, writes in the *Compass*—

One often hears industrial China spoken of, but few people realize from a marine standpoint the vast possibilities that exist for the development of the thousands of miles of waterways that interest this large continent and the facilities for trading that would exist by quicker and more efficient transport once these rivers and canals are opened up by the use of steam and motor-driven vessels.

The present method, with but few exceptions, is by the use of man power on shallow draft wooden boats averaging 60 feet long and 12 feet wide. Two long oars called "Ughs" working on metal mushroom pins at the stern, one on each side, propel these vessels, each manned by four Chinese, male or female. They give these oars a peculiar twist in operation, which compares with the movements of a steam-driven propeller. Their speed under normal conditions is about 15 miles per day.

They also operate similar boats with a flat bottom, fitted with a stern wheel entirely of wood, which is made to revolve by a number of Chinese stepping on wood blocks attached to the sides of the axle turning the wheel—on the treadmill principle.

This particular class of vessel is principally used on shallow draft rivers and canals, and many are noticed daily winding their way from Ichang up the gorges to Chungking, a somewhat dangerous trip to make on account of the strong currents. The river between these two places is barely 90 yards wide, with very high mountains on either side. To give some idea as to the strong current here, it is interesting to note that it takes ten to twelve days to reach Chungking, but only two days to return from there to Ichang.

Recently steel shallow draft steamboats of the stern wheel type have been operated on this river with success, and doubtless as time goes on the old-fashioned boat will disappear.

In wooden boats no metal of any description is used in their manufacture, even the nails being of wood. Every boat built is constructed with watertight compartments down to the small "Sampans" carrying one or two passengers.

On the Yangtze-Kiang river, as far as Hankow, large commodious river steamers operate daily from Shanghai. They are somewhat similar in appearance to vessels used on the Hudson.

There is also a large coast service of small but well-equipped steamers owned and operated by foreign and Chinese companies.

The Chinese as sailors and navigators are good, although their navigating instruments are home-made and crude. They venture to sea on long voyages on their large sea-going wooden junks. These trips are sometimes two or three months in duration. Their large bamboo masts elant in the opposite direction to ours—that is, at a forward angle of about 30 degrees forward instead of having a rake aft. The sails are fastened to long bamboos in the shape of blinds and are easily hauled up or stowed and reefed. The stern of these is built up very high in comparison to the bow and gives them the appearance of the ancient "galley." There are hundreds of thousands of

LOCAL AND GENERAL.

Mr. George Gray, the Australian billiard champion, who is now in Hongkong, will proceed to Java and then to Australia. Mr. Gray's return visit to Shanghai was a short one and consequently no opportunity was offered for a repetition of his prowess on the green cloth. His biggest break made during his Eastern tour was 225 at Nagasaki.

In a strongly worded telegram to Peking demanding the pay of the Chinese Navy for February and March, the Commander-in-Chief and several commanders state that, unless this is forthcoming, it is feared that there will be a mutiny. Peking is asked to allot a special fund for the purpose of paying the Navy regularly in future and to purchase the necessary rations.

The trade agreement signed with the Russian representatives may lead to a little more activity in shipping for that quarter, but any big move is out of the question. British ships are guaranteed proper treatment while in Russian ports, and our own Government for its own part undertakes to give Russian ships the rights of free navigation such as are enjoyed by other nations. The Russian market should prove a valuable one for metals, cloth, machinery, motors and things like that, while coal should have a look in; but spinin is very divided about the prospect of us getting grain from Russia for another year or two. The "bursting corn bins" seem to have vanished and some grain people hold that Russia will not be able to export grain in any quantity for at least two years.

There is nothing new about the proposal by the Ministry of Transport to put up road lighthouses at dangerous corners on the same system as lighthouses for mariners. The strange part about the proposal is that the apparatus so used is that made by the Swedish firm, known as the G.A.C., when equally good appliances are on the market by British firms. The flashing acetylene light has now been brought to such a point of perfection that it can be counted on to work for twelve months without human attention. This has practically eliminated the human element in lighthouses and lightships. Now that road transport has increased so enormously the adoption of flashing or coloured lights at dangerous corners and crossings is of great importance. The pioneer firm in the manufacture of automatic acetylene lights is Messrs. Collier and Co., 46, Kingsway, London, and the company that provides the dissolved acetylene for most of the navigation lights of the country is the old-established firm of Messrs. Allen Liveridge, Ltd., also of London. Both these British companies have played a big part in developing the safety factor in navigation and in road transport, and have produced automatic appliances for lighting that are a source of wonder and admiration to those who have seen them working.

These junks sailing in Chinese waters, and not a single metal nail is used throughout their entire construction. Such a boat has a large population, at times running into three generations, as it is the custom in China for the children to care for their parents in their old age. Most of these people are born afloat and will die without ever knowing what it means to live on shore. While civilization has made such progress everywhere else, it touches China very slowly, and present customs, most of them, in many instances were in vogue 2,000 years ago.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)		
"FYRABUS"	3rd May	London, Amsterdam & Antwerp
"DEMODOCUS"	24th May	London, Amsterdam & Antwerp
"AGAPTOR"	24th May	London, Amsterdam & Hamburg
"MACHAON"	14th June	London, Rotterdam & Hamburg
"ANCEISES"	23rd June	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)		
"ANTIOCHUS"	3rd May	Genoa, M'Isle, L'pool & Glasgow
"FYRABUS"	18th May	Genoa, M'Isle, L'pool & Glasgow
"SUBYADES"	9th June	Genoa, M'Isle, L'pool & Glasgow
"BELLEROPHON"	24th June	Genoa, M'Isle, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)		
"PROTEUS"	4th May	Victoria, Seattle and Vancouver
"TRUCER"	25th May	Victoria, Seattle and Vancouver
"TALTHYBIUS"	15th June	Victoria, Seattle and Vancouver

NEW YORK SERVICE

(via Suez or Panama)		
"KT. COMPANION"	27th May	via Panama

HOMEWARD PASSENGER SERVICE

"FYRABUS"	3rd May	for London
"ANCEISES"	21st June	for London
"MENTOR"	12th July	for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	For	Day
LONDON (Parcels only 2nd Mar.)	Hector	TUESDAY, MAY 3.
Japan	Hakata Maru	
Saigon	Maitava	
Japan	Karowin	WEDNESDAY, MAY 4.
Shanghai	Yingchow	
EUROPE via Suez (Letters and Newspapers London 1st Mar.)	Havana Maru	FRIDAY, MAY 6.
Japan	Yamagata Maru	SATURDAY, MAY 7.

OUTWARD MAILS.

For	Day	Time
Samshui and Wuchow	Monday, May 2.	4 p.m.
Swatow		4 p.m.
Amoy		5 p.m.
Fort Bayard		5 p.m.
Swatow and Bangkok		5 p.m.
Saigon, Australia, and New Zealand via Suez		5 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		5 p.m.
Japan		5 p.m.
Swatow and Bangkok	Tuesday, May 3.	9 a.m.
Amoy, Shanghai and North China		10 a.m.
Java, Port of Batavia		10 a.m.
Swatow, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		10 a.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		10 a.m.
Letters 10.30 a.m.		
The Parcel Mail will be closed on Monday, 2nd May at 5 p.m.		
Swatow, Amoy and Foochow	Wednesday, May 4.	11 a.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		11 a.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		11 a.m.
Letters 1.45 p.m.		
Swatow, Amoy and Foochow		3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		
Swatow, Amoy and Foochow	Thursday, May 5.	9 a.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		9 a.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		9 a.m.
Letters 10.30 a.m.		
Swatow, Amoy and Foochow	Friday, May 6.	11 a.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		11 a.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		11 a.m.
Letters 1.45 p.m.		
Swatow, Amoy and Foochow	Saturday, May 7.	3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		
Swatow, Amoy and Foochow	Sunday, May 8.	3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		
Swatow, Amoy and Foochow	Monday, May 9.	3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		
Swatow, Amoy and Foochow	Tuesday, May 10.	3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		
Swatow, Amoy and Foochow	Wednesday, May 11.	3 p.m.
Saigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Suez		3 p.m.
EUROPE via Suez (Letters and Newspapers London 1st Mar.)		3 p.m.
Letters 2.30 p.m.		

*Correspondence bearing vessel's name only.

An interesting wedding took place last Saturday week in Yokohama, first at H. M. Consulate-General, before the Consul-General, Mr. Holmes, for the civil portion, and later at the Mission Catholique on the bluff for the religious celebration, which was entirely private. It was the marriage of Major A. R. Sykes, D.S.O., M.C., and Mrs. Dorothy Corcoran, of London, widow of Major Corcoran, of the Regulars, who was killed in France while fighting with the British forces early in the war.

The death occurred on April 18 of Mr. Harris Palmer Jones, who has been in Peking for a short time only. Mr. Jones was an American lawyer who was travelling in the East chiefly for pleasure, but decided to make a break in his travels in Peking. During his stay there he had assisted in the work of Peking University, teaching shorthand. Mr. Jones was taken ill with small-pox about a week previously and to this disease he succumbed.

WEATHER REPORT.

May 2d. 12h. 14m.—Pressure has decreased slightly to moderately at all stations. The anticyclone is situated to the N.E. of Hokkaido, and a shallow depression appears to be developing over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1st, 3.56 inches, against an average of 12.03 inches.

Forecast for the 24 hours ending at noon on May 3rd.

1.—Hongkong to Gap Rock, E. and S.E. winds, moderate to fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocha. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG.

DAILY WEATHER REPORT.

MAY 2, 1921.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victor Harbor	6 a.	30.06	41	71	1	0	
Yennaro	6 a.	30.02		71	1	0	
Shokode		30.12		71	2	0	
Yokohama		30.08		71	2	0	
Kochi		30.08		71	2	0	
Sagami		30.0		71	0	0	
Kagoshima		30.06		71	0	0	
Oshima		30.08		71	0	0	
Naha		30.04		71	0	0	
Shimonoseki		30.03		71	0	0	
South Island		30.00		71	0	0	
Wakatsuki	6 a.	30.07	64	73	1	0	
Hankow							
Chang							
Shanghai							
Shanghai		29.93	64	70	2	0	
Yokohama		29.89	60	69	2	0	
Yokohama		29.92	60	68	2	0	
Yokohama	7 a.	29.97	60	68	2	0	
Yokohama		29.77	75	82	2	0	
Yokohama		29.81	78	82	2	0	
Yokohama		29.85	78	82	2	0	
Yokohama		29.88	78	82	2	0	
Yokohama		29.84	78	82	2	0	
Yokohama		29.86	78	82	2	0	
Yokohama		29.85	78	82	2	0	
Yokohama		29.84	78	82	2	0	
Yokohama		29.81	75	90	2	0	
Yokohama		29.79	75	93	2	0	
Yokohama		29.79	75	93	2	0	
Yokohama		29.78	75	93	2	0	
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